

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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December 31, 1914. Temperature 6 a.m. 64, 2 p.m. 68  
Humidity 76, 74

December 31, 1913. Temperature 6 a.m. 46, 2 p.m. 55  
Humidity 34, 21

WEATHER FORECAST  
FINE  
Barometer 30.10

2817 歲五十一月一十年寅甲

THURSDAY, DECEMBER 31, 1914.

四學禮 號一廿月二拾英時曆

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## TO-DAY'S LATEST WAR TELEGRAMS.

### THE AMERICAN NOTE TO BRITAIN.

### U. S. GOVERNMENT'S EMBARRASSMENT.

### Shippers Who Use Dishonest Manifests.

### FURTHER RUSSIAN SUCCESSES.

### Latest French Report.

(Official Telegrams from the French Government, via Peking.)

Circular No 118 states that on December 28, in Belgium, the Allies carried the village of St. Georges and established themselves on the spot.

Between the Lys and the Somme the Germans bombarded our position in the Echelle St. Amand and Le Quesnoy regions and also north-west of Roye.

French troops gained a few acres of ground in Argonne, in the La Grurie Wood; Bolante and Courte Chassees. Several German counter-attacks were repulsed on the heights of the Meuse.

North-east of Noyon and Troyon the Germans, who had carried French trenches in the vicinity of Bois Labrale (west of Apremont), were routed. French troops have strictly invested Steinbach, in Upper Alsace, and have already taken a castle north-west of this village.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

### EARLIER TELEGRAMS.

[Reuter's Service To The "Telegraph."]

### Great Russian Successes.

Dec. 29, 11.5 p.m.

A Petrograd communique announces various small successes against the German forces in Poland, with the capture of machine guns.

Great success has been achieved against the Austrians, the Russian troops crossing the river Nida, storming two strongly fortified villages and capturing forty officers and 1,700 men. The progress was general.

In the first half of December (old style, i.e. to 20th new style) the Russians captured 50,000 Austrians.

## TO-DAY'S WAR TELEGRAMS.

### Italian Regiment Lands at Valona.

Dec. 30, 3.30 a.m.

Reuter's correspondent at Rome states that a regiment of the Bersaglieri has landed at Valona. The regiment was received by the Italian admiral, the Italian consul and the local authorities, and marched through the town headed by the Italian and Albanian flags, amidst the cheers of the inhabitants.

One battalion was sent to Canina and another to Arto, both places in the vicinity, while one remains in Valona.

### Quiet Day on the Western Front.

Dec. 30, 3.30 a.m.

The Paris evening official communique states that nothing important has occurred during the day.

### Czar Orders Total Prohibition.

Dec. 30, 3.30 a.m.

Reuter's correspondent at Petrograd reports that an order has been issued prohibiting the sale of all alcoholic drinks, including beer, even in the first class restaurants and clubs.

### The U. S. Note.

Dec. 30, 4 a.m.

It is reported from Washington that, referring to the American Note to Great Britain, President Wilson intimates that the Government could deal confidentially with the matter of contraband only if supported by absolutely honest manifests. Great embarrassment has been caused to the Government, because some shippers have concealed contraband in non-contraband cargoes, for instance, cotton. So long as such cases occurred suspicion would be cast upon every shipment, and all cargoes would be liable to search.

### American Press Comment.

The New York newspapers comment in the most moderate terms on the American Note.

The *Evening Sun* says: "Great Britain's enemies interpret the Note as an indication of hostility to Great Britain, but such an interpretation is both foolish and vicious."

The *Post* says: "There is no question of hectoring; it is simply a question of the vigilant safeguarding of neutral rights. We have no doubt of the reasonable and friendly judgment of Great Britain."

### British Press Comment.

Dec. 30, 6.50 a.m.

The London papers comment guardedly on the American Note, pending receipt of the full text. They, however, express confidence that the Americans do not mean to deny the Allies fair play in an unprecedented war, especially in view of Germany's novel ideas of maritime warfare, and they are convinced that two friendly and practical peoples will be able to devise a *modus vivendi*.

(Official Telegrams from the British Foreign Office.)

### The German Defensive Organisation.

Dec. 28.

An official note from Paris states that, on the capture of German trenches in the region of Perthes, the spoils included two quick-firing guns, several siege and other guns and one bomb-thrower, which shows the nature of the German defensive organisation.

### Invasion of Angola.

A Government communique published in Lisbon says that the Portuguese province of Angola has been invaded in the direction of Namibia by a force of 2,000 Germans.

The Portuguese troops retired, pending the arrival of reinforcements.

### Another Splendid Gift from India.

His Highness the Maharajah of Gwalior has offered a convalescent home, with complete staff and equipment, for six Indian officers and fifty sepoy in the British East Africa Protectorate, and His Majesty's Government has accepted the offer.

### The German Idea of Warfare.

As showing the spirit with which Germany wages war, the following statement by Count Reventlow is instructive:—

"The successful issue of the war for Germany depends on her carrying it on without mercy and being unmoved by any humanitarian considerations."

### Further Proof of Loyalty of Egyptian Moslems.

A letter has been received from the Chief of the British Moslems, expressing joy at the establishment of the new regime in Egypt, and giving an assurance of the complete co-operation and loyalty of British Moslems against all the enemies of His Majesty.

## BRITISH LINE'S FINE DASH.

### ESCAPE FROM GERMAN CRUISER.

### A Captain with the Drake Touch.

The Secretary of the Admiralty communicates for publication the enclosed letters which have been received concerning the escape of the Pacific Steam Navigation Company's steamship *Ortega* (8,000 tons) from a German cruiser.

British Consulate-General, Rio de Janeiro, Oct. 2.  
Sir,—The Pacific Steam Navigation Company's steamship *Ortega* arrived at Rio de Janeiro on October 1. The master, Douglas Reid Kinneir, in reply to my inquiry as to whether he had anything in particular to report with respect to his voyage from Valparaiso, modestly gave me the following facts:—

The *Ortega* sailed from Valparaiso with some 300 French reservists on board. When she had arrived close to the western entrance of the Straits of Magellan a German cruiser of the Dresden class suddenly appeared and gave chase. As it remarked that the normal speed of the *Ortega* is only some 14 knots, whereas the speed of the German cruiser was at least 21 knots.

Under those circumstances the master of the *Ortega* took an heroic resolve. He called for volunteers to assist in stoking his vessel. That appeal met with hearty response; firemen, engineers, and volunteers, stripped to the waist, set to work with a will, and the master assured me that they actually succeeded in whacking the old ship (she was built in 1906) up to a good 18 knots.

The master headed his ship straight for the entrance of a passage known as Nelson's Strait, and he made for the strait at full speed, hotly pursued by the German cruiser, which kept firing at him with two heavy bow guns. Luckily none of the shots took effect, and the *Ortega* succeeded in entering Nelson's Strait, where the German cruiser did not dare to follow her.

### Dash in Uncharted Strait.

In order to realise the hardship of this action on the part of the master of the *Ortega*, it must be remembered that Nelson's Strait is entirely uncharted and that the narrow, tortuous passage in question constitutes a veritable nightmare for navigators; bristling, as it does, with reefs and pinnacle-rock, swept by fierce currents and tide-rips, and with the cliffs on either side sheer-to, without any anchorage. I can speak from personal experience as to the terrifying nature of the navigation of Nelson's Strait, having once passed through it many years ago in a small sealing schooner.

However, the master of the *Ortega* managed to get his vessel safely through this dangerous passage, employing the device of sending boats ahead to sound every yard of the passage. Eventually, by a miracle of luck and good seamanship, he worked his way into Smyth's Channel without having sustained even a scratch to his plates, and finally brought his vessel to this port.

When it is remembered that, as already stated, Nelson's Strait is absolutely uncharted and that never before had a vessel of any size attempted that most perilous passage, it will, I think, be admitted that the captain's action in

taking an 8,000-ton steamer safely through that passage constitutes a most notable feat of pluck and skilful seamanship, and it is reassuring to know that the old spirit of daring and of resource is still alive in our mercantile marine.

I have no doubt that Captain Douglas Reid Kinneir's service will be fully appreciated, not only by the directors of the Pacific Steam Navigation Company for having thus saved the *Ortega* from capture by the enemy, but also by the French Government for having saved from capture the 300 French reservists who happened to be on board his vessel.

O'SULLIVAN BEARE.

His Britannic Majesty's Consul, The Rt. Hon. Sir E. Grey.

Admiralty, Nov. 7.

To the Secretary, Pacific Steam Navigation Company, Limited.

Sir,—I am commanded by my Lords Commissioners of the Admiralty to request that you will represent to the directors of the Pacific Steam Navigation Company that they have received through the Foreign Office a copy of a despatch from His Majesty's Consul-General at Rio de Janeiro regarding the escape of the R.M.S. *Ortega* during a recent voyage from Valparaiso to Rio de Janeiro from pursuit by a German cruiser.

My Lords desire to place on record their appreciation of the courageous conduct of the master, Captain Douglas R. Kinneir, in throwing off his pursuer by successfully navigating the uncharted and dangerous passage of Nelson's Strait.

W. G. GREENE.

## GERMAN TRADE IN CHANGSHA.

### Opportunities for British Merchants.

Changsha, Dec. 16.

So far, no British merchant has come to take over the export business of German firms. Although it is quite true that many of the young Germans who left Changsha for Tsingtau in August were not getting what a young Englishman would have called a "living wage," still a great deal of business was being done, and if British merchants were to come here they could capture much of it. That there is very little intercourse between the British and the few non-missionary German residents left in the port is chiefly the result of the actions of the latter in the earlier days of the war, when they were more sure of winning than they are, perchance, to-day.

The military governor, Tang Hsiang-min, has just paid a visit to Yochow. Extraordinary precautions were taken for his safety. He left secretly and before there was any expectation of his going. Before his return, the traffic was diverted from the streets that he had to traverse between the river and the old Governor's yamen, which he still occupies. The gate by which he entered was closed for a considerable time before his arrival. The fear in official circles is evidently based on the probabilities of some relative or companion of those who have suffered death for alleged treason attempting the life of the general in revenge.

The civil governor, Liu Hsiang-yuan, goes about the city quite freely and even dispenses with his guard before entering any house. He has had nothing to do with the trial or execution of any "rebels."—*N. China Daily News*.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

### CONDENSED.

Further Russian successes in Poland are reported.

New York papers comment in most moderate terms on the American Note to Great Britain.

A letter has been received from the chief British Moslems expressing joy at the new regime in Egypt.

It is announced that the Russians during the first half of December (old style) captured 50,000 Austrians.

London newspapers are guarded in their comments on the American Note, pending the receipt of the full text.

Crossing the River Nida, the Russians stormed two strongly fortified villages and captured 40 officers and 1,700 men.

An order has been issued in Petrograd prohibiting the sale of all alcoholic drinks, even in first-class restaurants and clubs.

President Wilson says the Government could deal confidentially with the matter of contraband only if supported by honest manifests.

According to President Wilson, the U. S. Government is embarrassed because some shippers conceal contraband in non-contraband cargoes.

It is announced that Angola has been invaded by a force of 2,000 Germans; the Portuguese have retired pending the arrival of reinforcements.

The Maharajah of Gwalior has supplied a Convalescent Home, with complete staff and equipment, for sepoy in the East Africa Protectorate.

### NEWS.

Further notes on the crisis appear on page 4.

Interesting war items appear to-day.

Our trade review for the year appears on page 5.

An official account of the work done in connection with the West River floods is given to-day.

"Our Contemporaries" appears on page 2, our share report on page 9 and log book on page 6.

An interesting denial of ill-treatment of German prisoners in Hongkong is published elsewhere.

General news and articles on the Enemy Trading Bill and on unrest in the Philippines appear on page 3.

## DON'T FORGET.

### TO-DAY.

Bijou Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.

### TO-MORROW.

Bijou Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.  
H.K. C.C. v. Rest of League.

Saturday, January 2.  
H.K. C.C. v. Rest of League.  
A.D.C. presents "Snowwhite and the Frog Prince"—Theatre Royal.—9.15 p.m.

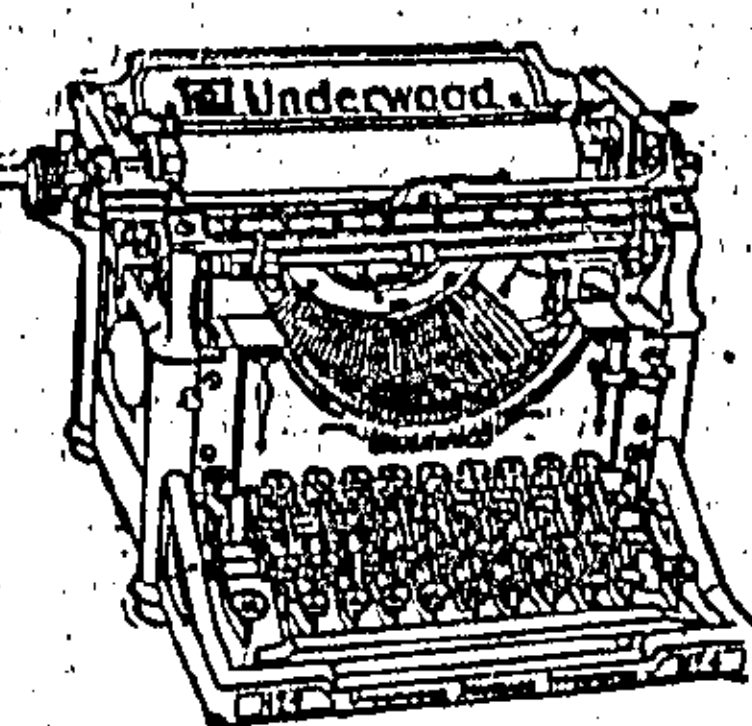
Wednesday, January 6.  
A.D.C. Matinee, Theatre Royal "Snowwhite and the Frog Prince"—4.30 p.m.

Saturday, January 30.  
Lenten Fete, H.K. University, 3-7 p.m.

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Hongkong, 16th August, 1910

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Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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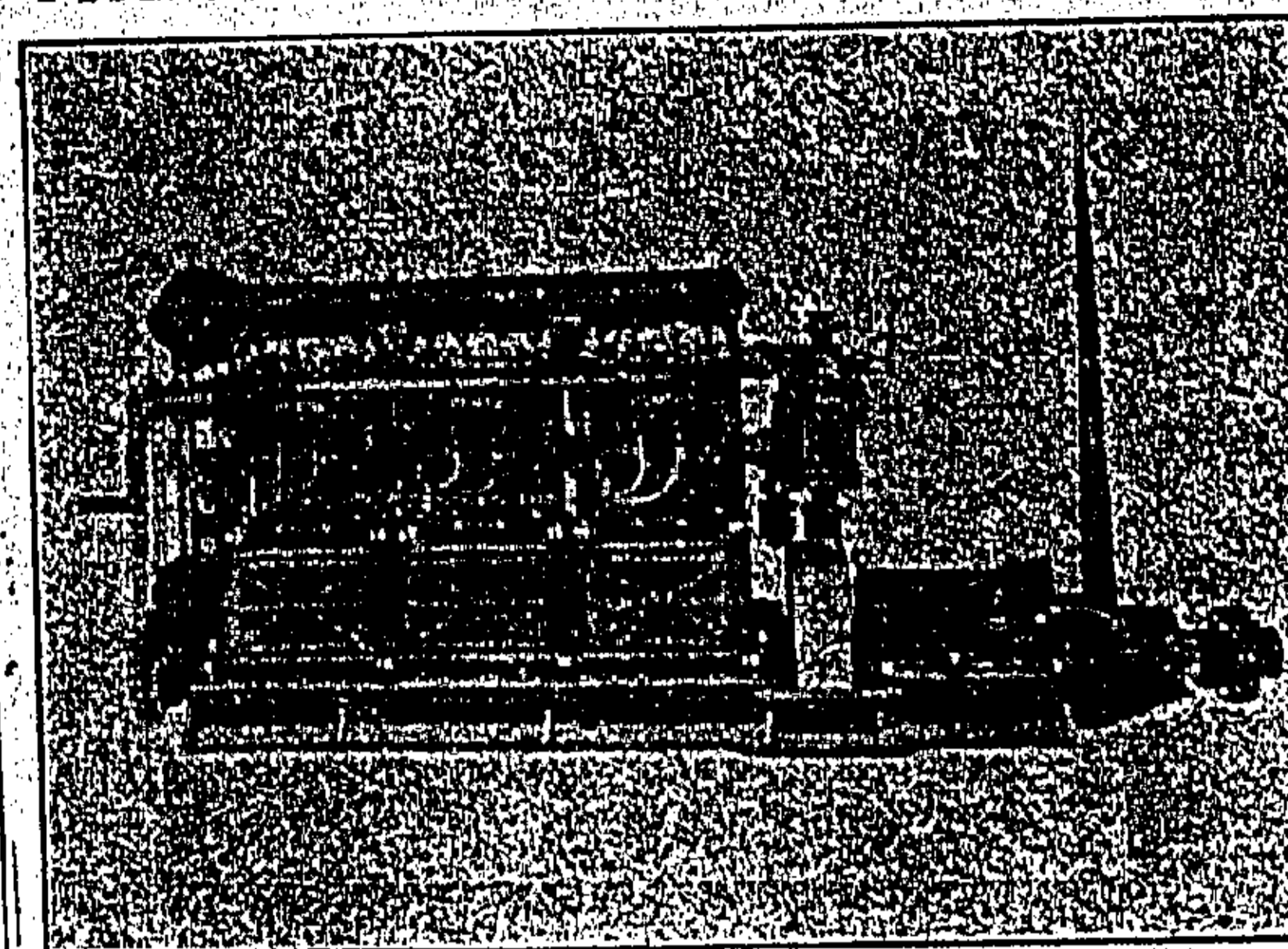
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OUR  
CONTEMPORARIES

South China Morning Post.

America's Note Ament Shipping.  
It is well known that Britain entertains no animosity towards the United States and has no desire in any way to interfere with its shipping but there are cases in which it is only right that the strictest enquiries should be made into the intentions of the owners of vessels suspected of committing a breach of neutrality. In such cases if the ship is brought into port as a prize there is bound to be some little delay before the machinery of the law gets to work. It is also stated that the effect of the practice complained of has restrained exporters from taking risks which should not surround legitimate trade between the United States and other neutral countries. In this respect the exporters have no occasion for alarm as a ship which has its papers in order would at once be allowed to proceed by a British warship. The American note is a friendly one and we have not the slightest doubt that the British reply will be equally friendly.

Daily Press.

The Past Year.

How many more countries may be embroiled before peace is restored no man can say, and no one wishes to see more unless it be with the thought that the end of this terrible calamity would be hastened thereby. Every other event of the year is entirely overshadowed by it, and there is on that account perhaps all the more reason to recall briefly a few of the year's happenings of more or less historical importance. *Imprimis*, there was the Ulster Question which was a subject of world-wide interest throughout the first seven months of the year. By the end of July the people of Ireland were on the brink of civil war. Nationalists as well as Ulstermen were surreptitiously arming themselves and drilling for a possible encounter. Over 100,000 men were reported to have been enrolled on each side. In March it was disclosed that the Government had made secret military preparations against Ulster and the episodes culminated in the resignations of Colonel Seely, the Secretary of State for War, and of Field-Marshal Sir John French. Then, like a bomb-shell, events on the Continent arising out of the assassination of the Archduke Ferdinand of Austria and his Consort at Sarajevo, Bosnia, culminated in Austria-Hungary declaring war against Serbia, to whose support came Russia. Thereupon Germany found an excuse for declaring war against Russia with the knowledge that this involved the intervention of France. Germany's violation of the neutrality of Belgium for the purpose of attacking France brought Great Britain into the war in defence of her national honour and the public law of Europe.

China Mail.

German Industries and the War.  
That German industries are feeling the effects of the war more keenly as time goes on is evident from many quarters. This result, of course, is chiefly owing to the closure of all exports, the diminished home demand and, for those special branches which through war requirements otherwise might be kept well employed, the shortage of skilled labour and the rise in prices and scarcity of certain raw materials. Reduced output and a material reduction in the number of employees are, we learn, the order of the day; thus, the production of coal has gone down 50 per cent. compared with the corresponding period last year. Unemployment is on the increase, and much disappointment is being experienced at no public funds having been voted under this head, although the Diet recently voted 400,000,000 marks for the aid of sufferers from the war in East Prussia. Apprehensions as to the future have already shown their very pronounced effect in the direction of dividends recently declared by large industrial concerns for the last financial year.

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Hongkong, 30th July, 1913.

## GENERAL NEWS.

## NOTICE

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## ENEMY TRADING BILL.

Important Points that Need  
Consideration.

The capacity of the English law by decision of the judges to adapt itself to altered circumstances is a well-known and highly-valued quality, writes a *Globe* correspondent, and never has the need for such adaptation been greater than during the past four months, during which a "state of war" has existed, for since the principal decisions on the subject during the Napoleonic and American Wars trade has not only developed enormously, but has become largely international, and is now carried on by corporate bodies. But the building up of case law is a dilatory and expensive process, and cannot be carried on in the long vacation. The want has been filled—but not very satisfactorily—by emergency proclamations and legislation.

Since August many difficult and important questions have arisen on which a "clear lead" is urgently needed by the commercial community. Among them is the position of executory or unfulfilled contracts. The general opinion is that an executory contract involving trading with the enemy is dissolved. But what about such a contract running over a period extending beyond the termination of the war? Has the enemy then any and what rights? A statutory provision that all such contracts were dissolved, even though only declaratory of the law, would be of great service, or if it were thought impracticable to make any general statutory pronouncement the grounds on which executory contracts are to be considered dissolved could be stated and machinery provided by which the Courts could apply the principles to particular cases and decree dissolution.

Again, the status of a partnership comprising one or more alien enemies is in a condition of doubt and difficulty. Is the partnership dissolved or not, and, if dissolved, whether wholly or in relation only to the enemy partner? Can the non-enemy partners invoke the aid of the court to appoint a receiver and wind it up, or what are they to do?

Then there is the difficulty of service of process on the alien enemy, which appears to be still unsettled, and though an alien enemy can apparently be sued, the power to do so is valueless if he cannot be served. An exhaustive definition of an "alien enemy" is much needed. It is true that for the purposes of the proclamations and Acts against enemy trading, enemy character attaches only to those who reside or carry on business in the enemy country, thus relieving companies registered in England, however the capital be held, from enemy disabilities. But there is no doubt that in commercial circles it is felt that for trading purposes the principle of the Emergency Patent Act should be made of.

## TROUBLE IN MANILA.

Rebel Commissions Alleged to  
have been Signed by Hongkong  
Filipino.

Charged with complicity in a revolutionary plot, nearly fifty Filipinos were arrested on December 24, in Manila. Those who were apprehended by the police were for the most part armed with bolos, hatchets and knives, the officers who were searching the prisoners finding that there was a sad lack of firearms among those under arrest. Two large Katipunan flags were also captured, and according to the *Cable News American*, a number of commissions alleged to have been signed by one Artemio Ricarte of Hongkong, making their holders officers in the Army of the Revolution, were recovered.

The first word came from Superintendent James of the department of sanitation and transportation, who telephoned the Luneta police station that a large number of men acting suspiciously and carrying arms, were in possession of the botanical gardens. The chief of secret service at once sent the patrol wagon with a detachment of plain clothes men armed with riot guns to the scene. On their attempting to arrest suspicious characters they were promptly fired on by some of them, three shots being fired but without effect. The men scattered in all directions but owing to the prompt work of the police three of them were arrested and with them was taken a Katipunan flag, some ammunition and one dagger so sharp that it could easily be used for a razor. Others were arrested later.

Most of the prisoners are men aged between 20 and 35 years. Few, if any, could speak English well. One of the men arrested confessed to the police that the anticipated outbreak was planned to take place at four o'clock on Christmas morning.

general application, and enemy character should attach to all companies and firms whose capital is predominantly held by alien enemies.

It is felt that the Government machinery of control is slow and unwieldy, and that it should be competent for any payment to be made either into court or to a duly appointed custodian, leaving the onus on the quasi-alien enemy to obtain the money on giving necessary guarantees and assurances. These and other difficult questions which must have come before the Board of Trade War Committee should be dealt with in the Bill now before Parliament, even at the cost of a little delay.

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W. B. ELWES, Superintendent.  
Hongkong, Dec. 17th, 1914.

Great Northern Telegraph Company, Ltd.

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Tanshinhuatt, Kobe.  
R. BLACK, Superintendent.  
Hongkong, Dec. 18th, 1914.

Position of Interned M.P's. The capture of Lord Dalrymple, M.P., by the Germans has raised the question of what is the constitutional law when members of Parliament become prisoners of war. The formal rules of the House give no light, but there is nothing to prevent members thus interned from retaining their seats as though they were in a position to attend the sittings of the House, even though their internment continues for a considerable time. In 1803, on the rupture of the Peace of Amiens, Napoleon seized several English members of Parliament then in France, and kept them prisoners for several years; but all the time they retained their seats in the House. A new factor in these days, so far as concerns ordinary M.P.'s who may be captured, is what becomes of their salaries?

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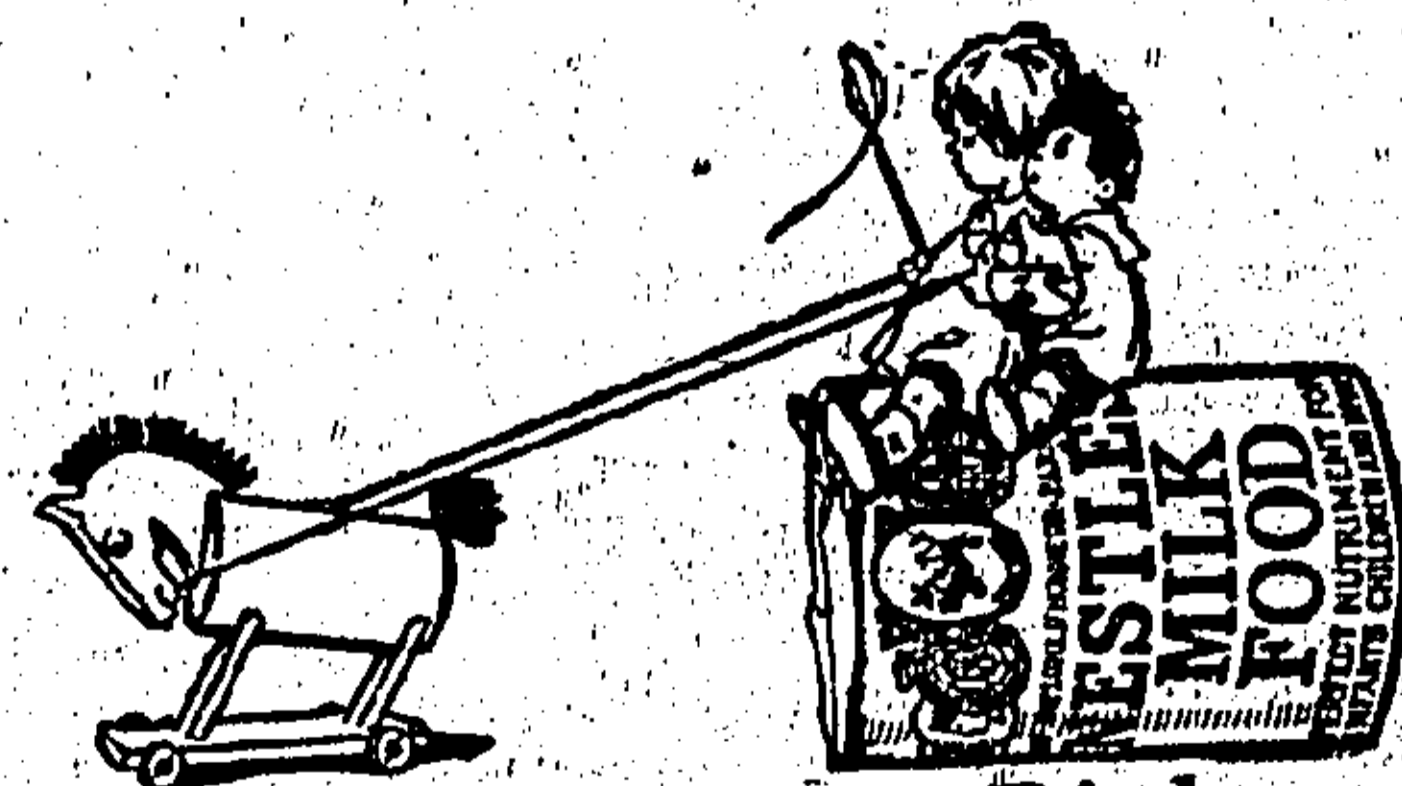
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## BIRTH.

BURROWS.—On December 18, at No. 69-2, Bukit Timah Road, Singapore, to Mr. and Mrs. Royalist Burrows (Engineer S. S. Sarie Borneo), a daughter.

## The Hongkong Telegraph.

HONGKONG, THURSDAY, DECEMBER 31, 1914.

## CHAIRS AND RICKSHAS.

The test case brought by the police in the matter of a chair-coolie's right to solicit was decided on Tuesday by Mr. Wood, and it is now established that "right" has no existence. Anything which makes for the greater quiet of our streets will be welcomed by most of us, and tourists will not be sorry to hear that they can pass in and out of their hotels without being bawled at by coolies whom they have no intention of employing.

It will be noticed that the conviction registered has followed with becoming closeness on the appointment of an inspector of traffic. The official holding this post has a difficult and unthankful task to carry out, and he labours under the disadvantage, common to mortals, of not being able to stand in two places at one time. That the authorities recognise the need for keeping an eye on the traffic within the city is of itself a good and hopeful sign, and all of us are duly grateful; but we believe that most of our readers will be with us in thinking that the proper inspection of traffic in a place as large as Hongkong is something more than a one-man job. We would suggest, as we have done before, that the best system that could be followed is that observed in Singapore: of appointing special native police at all vehicle stands to see that there is no disorder and squabbling among the coolies, and that each man comes off the rank in his due order. At present the coolies are pretty much a law to themselves, for, so far as we can see, the inspector has to do everything alone, instead of being allowed underlings or representatives.

How great the need is for keeping a proper control over the coolies in charge of chairs and rickshas may be gauged, any evening in the week, by people leaving the theatres. One of the greatest of modern miracles is that nobody loses an eye or a tooth in the rush that is made by the chairmen at any person standing on the kerb, while to attempt to cross the road at this time and place is to ask for disaster; for, as one ricksha coolie makes a dash at the luckless pedestrian, another drops the shafts of his vehicle on the ground for him to break his shins over. At night, and often in daytime, a ricksha passenger cannot reach the Mercantile Bank corner of Ice-house Street before chairmen from their station outside this office take advantage of the Indian policeman's back being turned to swoop down on the ricksha, on the off chance of the passenger's wanting his teeth knocked out with the chair shafts or—incidentally—a ride up the slope. In former days the *Telegraph* complained, at various times, of there being no rule of the road here. Things have markedly improved in that respect, so much so that it is a rarity in the city itself to see a ricksha or a motor-car on its wrong side. May we hope that this other matter—of the public vehicle stands being under sufficient control—will also receive attention?

## China's Search for Revenue.

China is still seeking for more revenue, and, in the seeking, her statesmen have recently hit upon the idea of imposing what is called a business tax, or a tax upon business stores. This new move has raised considerable opposition, for we note that the Heilungkiang Chamber of Commerce has raised a protest against its collection and had been circulating the Chambers up and down the country. The business, men complain—and we are not surprised that they should—that they are already heavily taxed, while, on the other hand, business at present is far from flourishing. The circular letter sent out has called forth a sympathetic response from the merchants in the Provinces of Chihli, Cheking and Kwangsi, and all are united in their efforts to secure a cancellation of the new tax.

## Uniform Treatment Desired.

According to the Peking papers, it appears that, at the request of merchants in the capital, the President has ordered a postponement of the collection of the tax there, and, in view of that fact, it is not surprising that the signatories to the circular letter referred to should proceed to argue that if Peking merchants are exempt from this levy, merchants elsewhere should be similarly treated. Efforts are now therefore being made to whip up the various Chambers of Commerce with a view to the presentation of a joint petition requesting the non-enforcement of the new tax. We can well understand that China needs money, and plenty of it, now that the channels of supply from abroad are no longer open, but one wonders why she does not attempt some serious reorganisation of the land tax, from which source alone she could surely obtain all the money she needs.

## The Chinese Detective.

As we stated yesterday, President Yuan has issued a mandate on the subject of our old friend the Chinese detective, whom he does not appear to trust unreservedly. Shanghai, Singapore and Hongkong have all had their word to say, at different times, as to the methods of this functionary, and now the Central Government is taking notice of him. Nevertheless he, good man, still jogs on in his accustomed track, and will probably continue so to jog. The mischief of it all is that the Chinese detective—and his near relative the informer—cannot, in the existing state of things, be dispensed with. Everyone knows that many of these ornaments to society push the "graft" and blackmail line of business to its uttermost limits, and it is thinkable that more than one innocent man has, before now, had his character sworn away by one of this virtuous body. It is certainly no pleasure to British Government officials to employ such tools for the work that they have in hand, and if President Yuan can suggest a more reputable means of laying ill-doors by the heels then through the agency of informers we shall all hail it with joy. But while the Chinese criminal remains what he is, we own that we cannot see that means coming along.

## "Waiter!"

The Germans, it seems, are a little mystified by our Tommies' war-cries. "On the ball, there," and kindred sports expressions, seem to have no sort of meaning for them. But it is not so much the British soldier as the British temperament that really puzzles our friend the enemy. Your German does not understand that, when the Britisher has once been broken in to danger, he takes it as a part of the game, and sees no sort of use in departing from the vocabulary and tone of thought of his recreative hours. Kipling has given us scores of instances of the exercise of Cuckney or Irish witticisms at the moment when the fight is at its hottest, but even he will have to work hard to beat the deliciously characteristic—if slightly brutal—jest of a British private who was burning to get a shot at the enemy, stood snugly in their trenches. "So I sings out: 'Waiter!' That fetched 'em," said this gentleman in relating the episode. On such a point there is material for longer meditation than we have space or time for.

## DAY BY DAY.

RING OUT OLD SHAPES OF FOUL DISEASE.  
RING OUT THE NARROWING LUST OF GOLD.  
RING OUT THE THOUSAND WARS OF OLD.  
RING IN THE THOUSAND YEARS OF PEACE.—Tennyson.

## The Weather.

Lower level 8 a.m. Temp. 63; fine.

At the Peak 8 a.m. Temp. 55; fine.

## The Mails.

Siberian Mail.—Arrived, per s.s. Nagoya to-day.

English Mail.—Due per s.s. Arcadia to-morrow.

English Mail.—Closes per s.s. Nagoya to-morrow at 9 a.m.

Siberian Mail.—Closes to-morrow per s.s. Arcadia at 9 a.m.

## Count the Columns.

Yesterday the *Telegraph* published 35 columns of solid reading matter. To-day there will be 36 published.

## The Dollar.

The rate of the dollar on demand to-day is 1s 9.3-10d.

## Band Night.

The band of the 74th Punjab will play at the Hongkong Hotel to-night during dinner; a special menu has been arranged.

## To Consignees.

Consignees of cargo by the *Chiyo Maru* are reminded that goods remaining undelivered after to-morrow will be subject to rent.

## Fixed for Next Week.

In the Summary Court, this morning, M. D'Almeida sued J. D. F. Mulder for the sum of \$138. The case was fixed for Wednesday.

## Busy Hongkong.

It is interesting to note, remarks the *London and China Express*, that almost one-third of China's foreign commerce in 1913 was transacted through Hongkong.

## Cigarette and Tobacco Fund.

For the Cigarette and Tobacco Fund for the allied troops at the front, we have received \$1 from P. C. Dorrington. This brings the *Telegraph* total to \$260.20.

## Fairy Ballet Bookings.

As Moutrie's will be closed to-morrow, seats can be booked at the Hongkong Hotel from 10 a.m. to 5 p.m. for the Fairy Ballet to be produced by the A.D.C. on Saturday, 2nd January, at 9.15 p.m., in aid of the Belgian Relief Fund.

## For Fighting Men and Refugees.

This week 127 garments (including 41 shirts kindly given by Noor Din, master tailor) have been sent home by the women of Hongkong for the families of soldiers and sailors at the front and Belgian Refugees to Miss Lloyd Thomas, 116, Murray Street, Eton, London.

## CEMENT IN SIAM.

Visitors to Bangkok will be astonished at the progress being made with the first cement factory to be erected in Siam. It is most satisfactory to note the way matters are approaching a successful end, and we heartily congratulate those concerned in the work. With so much cement consumed in Siam for building purposes, the thought strikes one that it is indeed a pity that, with all the materials to hand in the country itself, no business man came forward twenty years ago to establish a cement factory.

The demand for the product was there, the materials were there, only the capital was lacking. We remember Mr. Heads, an Australian mining expert, drawing attention to the possibilities of cement in Siam a few years ago, and the *Siam Observer* from time to time has also referred to the matter. But the scheme did not develop, owing to lack of financial backing, until quite recently. It has developed now, however, and with every prospect of success, and the tall ferro-concrete chimney still rising into the sky at Bangsue is evidence of the earnestness of those now engaged on the erection of the first cement factory in this country. The Railway authorities, following a far-seeing policy, have already put in a siding to the factory premises, and it is stated on good authority that, by the middle of next year, bags of locally-made cement will be on the local and, we hope, outside markets.—*Siam Mail*.

## NOTES ON THE CRISIS.

## THE AMERICAN NOTE.

No Cause for Alarm Over the Situation.

It is not too much to say that the news which came over the wires yesterday regarding America's "warning" to Britain, concerning alleged interference with her commerce, came rather as a surprise to us in this part of the world. It is true that a few cases had been mentioned in which American vessels had been detained on suspicion of carrying contraband, but the number of those which had come to our notice did not seem to warrant a Note couched in such terms as the one in question. By that Note the United States insisted on an improvement in the treatment of American commerce, and warned Britain of the feeling which had been aroused in the States over the matter. We do not overlook the fact that the representations were made in a friendly spirit, but, all the same, we cannot help thinking that the purpose would have been equally well served had the Note been couched in a mild complaint, less aggressive in tone and character. However, Britain is sufficiently broad-minded to receive the representations in the spirit in which they are intended, and, in view of President Wilson's statement on the matter and the tone of the British and American press comment, we may confidently look to see the matter amicably adjusted.

## An Admission.

To the outsider, President Wilson's statement smacks much of an admission that the United States' shipping men have themselves largely to blame in the matter. That statement says that great embarrassment has been caused the Government, because of some shippers having concealed contraband in non-contraband cargoes, and so long as such cases occurred, suspicion would be cast on every shipment and all cargoes would be liable to a search. That, indeed, is the crux of the whole matter. If American shippers supported the Government by honest manifests, America would be in a position to give Britain and her Allies some sort of guarantee that all precautions would be taken to see that contraband is not shipped, but, as, on her own admission, she is unable, in view of the shady practices of some of her own shipping men, to give such an undertaking, Britain cannot surely be blamed for taking any and every means to see that her enemies are not supplied with the wherewithal to carry on the war. In taking these measures, the innocent may occasionally be made to suffer loss and inconvenience with the guilty, but that is inevitable.

## Inconvenience Unavoidable.

After all, in a great war like the present, which makes its effects felt all over the world, neutral nations must, to some extent, suffer inconvenience; they cannot expect to reap all the benefits and at the same time look to see things run as smoothly as they would in the piping times of peace. There can be no doubt that Britain's enemies will see in this Note a hostile intention towards the Allies in general and Britain in particular, but there appears nothing to warrant such an interpretation of the situation. Given time and common-sense, the matter will doubtless adjust itself to the satisfaction of all concerned, but America must realise that while we have every desire to safeguard neutral rights, we must, in doing so, see to it that our own larger interests are in no way jeopardised.

## Arrest of a Member of the Japanese Diet.

Japanese papers report that Mr. Takahashi Yoshinobu, a member of the Tokyo Municipal Assembly, and who represents Gifu Prefecture in the Diet, was arrested on Sunday evening (29th ultimo) at his residence in Tokyo, on a charge of blackmail. It is alleged that while he was editor of the now defunct *Kensei Shinbun*, he obtained money from a well-known business-house in Tokyo by means of threats.

## WEST RIVER FLOOD RELIEF.

How the Funds have been Disbursed.

The following report on the West River Flood Relief Fund has been forwarded by Mr. A. E. Wood to the Honourable Secretary for Chinese Affairs.

On November 28th Mr. Tong Yat-chun and I went up the river to enquire into the progress of repairs in Ko Yiu District and also to investigate the districts of Ko Ming and Sze Wui which had not previously been visited. The Government kindly lent us the services of Mr. Jaffa, who was able to spare a week of his valuable time in order to advise on certain questions of construction, particularly upon a stretch of weakened bank at Lo Sau Wai and on the important sluice known as Tang Kau, which has an effect on 15 embankment districts. His practical advice on many points was very helpful.

1. The repairs at Ko Yiu are being carried out methodically. Some of their methods may seem wasteful, e.g. the purchase of field-earth for use on the embankment, and their stone work often leaves much to be desired, but the people are doing their best according to their time-honoured system.

The District Magistrate gave us a return showing the date when work was started on each embankment and the amount already spent. On December 17th we paid second instalments to every embankment as before, except that we increased the total allowance of Yung Tsin Wai from \$1,200 to \$2,000 and paid them \$580 this time as against \$240 before.

2. Ko Ming.—We examined the broken banks of this district which has suffered severe damage, though over a much smaller area than that of Ko Yiu. There are 13 embankments to which we are giving help. Details are shown on attached Table A. The total to be given is estimated at \$33,040. On December 18th we paid first instalments amounting to \$6,880 following the same system as in Ko Yiu, and getting duplicate chopped receipts from two representatives of each embankment.

3. Sze Wui.—This is a difficult district to get about and involves much living on sampans. It has been badly damaged by the Northern as well as the Western Floods. We examined its breaches thoroughly: some are particularly severe. Table B shows the help we propose to give, but the list is not yet complete, as we are waiting for a further opinion about one embankment not mentioned in the Table. On December 18th we paid first instalments amounting to \$13,380, proceeding in our usual manner. The total help to be given is at present:—

Ko Yiu \$172,450.00  
already paid \$73,080.00  
Sze Wui 42,000.00  
already paid 13,380.00  
Ko Ming 33,040.00  
already paid 6,880.00

\$248,390.00: \$93,320.00  
The two pieces of construction on which Mr. Jaffa is specially advising, and one piece in Sze Wui on which his advice is also being sought, have yet to be estimated for. There also remain certain damaged embankments, without actual breaches, which are under consideration and may call for a sum probably not exceeding \$18,000.00.

(Sd.) A. E. WOOD.

December 22, 1914.

Table A.

Embankment.	Total.	Amount paid as first instalment.
Pak Hok	\$ 3,500	\$ 700
Sia Ling	1,500	300
Sam Chau	7,000	1,400
To Chuk	1,000	200
Nam Ngan	4,500	900
Sheung Tai		
Sha	800	160
Ha Tai Sha	4,500	900
Shung Po	7,000	1,400
Chan Tang	1,000	200
Tann Chan	300	100
Tit Kong		
Sam Hop	800	160
Mai Kong	800	160

## THE YARN MARKET.

An Improvement Reported.

Messrs. Polishwalla and Kotwall, in their report dated December 31, state:—

Since the issue of our last report, per s.s. Malta, on the 19th December, telegraphic news from India reached here reporting a sharp advance in the price of cotton and that the mills in Bombay had advanced their rates all round. In sympathy with this news, a fair demand sprung up here, and prices rallied to the extent of three to five dollars per bale.

The volume of business transacted amounts to about 6,000 bales, but most of this was booked before rates advanced and consists mainly of standard No. 10s which had declined most heavily. The market closes steady.

Total sales, 6,900 bales. Unsold stocks and undelivered, 78,000 bales.

Shanghai.—A moderate business is reported from this market, also at enhanced rates.

Japanese Yarn.—Sales as follows:—500 bales Seton No. 10 at \$93; 500 bales Seton No. 20 at \$118; 300 bales Three Horae No. 18 at \$111; 1,000 bales Yellow Joss No. 20 at \$104.111; 1,000 bales New Chops No. 20 at \$101.102.

Raw Cotton.—No sales for Bengal. 200 bales Chinese were sold at \$25 per picul. Quotation:—Bengal, at \$17 to \$21; Chinese at \$21 to \$26.

## United Serdings Dividend.

United Serdings pays a final dividend of 15 per cent, and places reserve \$40,000. The producing cost is 1/14. Kong Lee pays 2s, Anglo-Malay a second interim dividend of 6, Harpenden a third interim dividend of 15. Bantam made a profit of \$11,000 but pays no dividend.

## Sheung Wo ... 340 100

\$33,040 \$6,880  
Table B.

## Sze Wui District:—

Embankment.	Total.	Amount paid as first instalment.
Fo Kap	\$ 500	\$ 100
Ko Lo	8,000	3,200
Lung Fok	12,000	2,400
Wang Lik	500	100
Wong Kong	1,700	340
Pak Hok	700	140
Lung Tau		
Kong	2,000	400
Tai Hing	4,000	1,600
Fung Lok	12,000	4,800
Tun Tau	1,500	200

\$42,000 \$13,380  
(Sd.) A. E. WOOD.

December 22, 1914.

## The Balance Sheet.

Hongkong and Shanghai Banking Corporation.

Hongkong, 29th Dec. 1914.

The Hon. Secretary.

West River Flood Fund, 1914.

Present.

Dear Sir,

I beg to inform you that since the balance sheet of the West River Flood Fund was drawn up on 17th November, the total receipts have been increased by a few belated subscriptions. The figures now are as follows:—  
Total subscriptions through Tung Wa Hospital ... \$158,946.31  
Tung Wa Hospital disbursements as per last statement 43,879.43

Amount paid to Hon. Treasurer by Tung Wa Hospital ... 115,066.88

Hongkong Government Subscriptions and Bazaar committee, as per balance sheet ... 190,519.40

Transferred to Canton \$100,000

Disbursements by Mr. Wood \$410.38 ... 100,410.38

Balance on current a/c in Hongkong \$205,175.90

The grand total of subscriptions is therefore \$349,465.71.

Yours faithfully,  
(Sd.) N. J. STABB.

Hon. Treasurer.

West River Flood Fund, 1914.

## TRADE IN 1914.

## HOW BUSINESS HAS BEEN IN THE COLONY.

## WAR, CURRENCY PROBLEMS AND UNREST IN THE SOUTH HAVE A MARKED EFFECT.

Below we give a resume of trade conditions during the year which closes to-day, touching on the principal lines of business with which the Colony is concerned. It will be observed that the year has been far from a good one, mainly due to the chaos brought about by the world war, while currency problems in South China and recent unrest have also been factors operating against trade in practically all its branches.

## The Silk Market.

The year 1914 opened with a good continued demand for Europe and America—chiefly for the former—and very high prices were paid for best grades of silk in Lyons descriptions. The visible supply of old silk at the beginning of January was estimated at 5,000 to 6,000 bales.

The usual stagnant period was witnessed during China New Year. Prices—which had previously assumed a higher level—ceased off early in February (due to early overtures prevailing for new silk), and America opened the market for this commodity to a large extent, the considerably cheaper prices proving a great temptation. A steady business was carried on both in old and new silk, the former being gradually exhausted with contracts for new silk steadily augmenting and early in March settlements of the latter were estimated at over 4,000 bales.

This premature demand for new silk was encouraged by good reports sent the last crop—contracts concluded were mostly in medium and coarse sizes—chiefly for America—while Europe participated to a smaller extent.

During the "Ching Ming" festival and further with the intervention of Easter, the first quarter ended with a quieter market, dealers showing more caution in view of their already heavy commitments.

During the 2nd quarter of the year nothing noteworthy has to be recorded, the market remaining quiet but steady.

The opening of the new campaign (1st May) found supplies of old silk completely exhausted with forward contracts in new silk aggregating 6,000 bales, a moiety of which consisted of U.S. descriptions.

The restriction imposed by the Canton Government against importing silver currency into the country districts being withdrawn, future owners became more confident as to the future, manifesting a greater desire to entertain fresh business.

The ending of the first six months was marked by the disastrous floods in the Canton Delta, inundating the silk-producing districts and causing great havoc among the mulberry trees.

Business during July was much restricted, dealers being unwilling to sell owing to the seriously reduced yield of silk, caused by the floods. Foreign markets gradually beginning to realise this, and with excellent trade prospects—especially with America—a higher range of prices was established. With the sudden outbreak of the European War, the market became totally demoralised, the chief feature being the cancellation of many contracts for Europe on the plea of force majeure, which was to some extent recognised by Chinese dealers.

The keeping open of the main trade routes and the removal of some of the embargoes placed on finance, restored confidence to a certain degree, which enabled a fair business to be done with America and a small trade with England, whilst continental demand was completely cut off. Prices, however, fell away rapidly, resulting in severe and inevitable losses, which would doubtless have been more alarming had not production already been considerably curtailed by the aforementioned floods.

During September, filatures began gradually to close down and some 70 per cent. were accounted for as having ceased work.

In consequence of the present war and relative disturbing factors in the commercial world generally, business has been very restricted during the last months of the year. America is by far the largest buyer and undoubtedly the crisis has helped that centre to a great extent. "Hand to mouth" orders come through from Europe periodically and thus a moderate daily business is carried on. Prices for certain grades have considerably dropped, whilst those for current crops are well defended.

## Comparative values of various grades are as follows:—

	Jan. 1914.	May 1914.	Dec. 1914.
Extra .....	11-13	\$1,180	not quoted
Best 2 .....	18-22	770	750
Best 3 .....	11-18	760	750
Ex Ex A .....	14-16	940	850

## The following are the crops (in bales) of last five years:—

Crop.	First.	Second.	Third.	Fourth.	Fifth.	Sixth.	Seventh.	Total.
1910	5,000	7,000	7,000	9,000	9,000	9,000	2,000	48,000
1911	6,000	4,000	7,000	6,000	7,000	5,000	2,000	37,000
1912	6,000	7,000	4,000	6,000	11,000	6,000	2,000	42,000
1913	5,500	10,000	12,000	6,000	5,000	8,000	3,500	50,000
1914	7,000	6,000	10,000	5,000	8,000	6,000	5,000	47,000

\* This is a very approximate estimate for 1914. It may be much smaller.

## Total export figures for the past five years are:

	To Europe.	To America.
1910	34,809	19,520
1911	21,847	15,241
1912	29,314	13,529
1913	38,247	18,786
1914	22,928	19,967

Waste Silk.—A good demand existed during the year, and prices have been well maintained. Stocks in European Low grades are accumulating, but crack wastes find a ready sale to America.

## Export figures (in bales) during the past five years are:—

	Europe.	America.	Pierced Cocoons.
1910	29,898	8,370	3,404
1911	28,415	7,581	4,181
1912	17,457	8,984	4,963
1913	28,800	9,830	6,339
1914	14,908	12,949	1,421

**Freight.**  
During 1914, rates of freight on the Coast were well above the average, particularly from August to the end of the year, and owners have made handsome profits. At the commencement of hostilities, there was a scarcity of tonnage, owing to a number of the regular liners having been taken up as transports and to the German steamers being obliged to go off their regular runs, and some record rates were paid. In September, trade was not so good, as Chinese had difficulty in financing their cargo, and rates consequently declined, but were still sufficiently high to enable owners to run at a good profit. From Saigon to Hongkong, the average rate for the year was about 18s., from Bangkok to Hongkong, 32/25s., Newchwang to Canton, 30s., Moji to Hongkong, \$1.90.

The outlook for the coming year is bright, the rice crops in Indo-China and Siam being good, with less tonnage on the coast. During the winter months a number of Japanese steamers will come south for employment, which will weaken the market, but rates should improve after March.

**Opium, Yarn and Cotton.**  
Messrs. S. D. Serna and Co.'s yearly market report states:—

**Opium.**—The current year shows a very big advance in prices. The formation of an opium combine amongst the importers

	1913.	1914.
Opium Sales	2515/5825	49 5975/9325
Quality: Cheste.	283	534
Patna New	1371	5750/9200
" Old	2800/5850	738
Benzene New	2625/5675	353
" Old	2080/5675	57 5575/8925
Malwa	4092	1503 5550/9150
Total about	6193	6749

## Indian Yarn.

The current year has been the worst in the history of the yarn trade. The absence of demand from the interior, the heavy discount in the Chinese subsidiary coinage, the extreme cheapness of raw cotton in India, and the effect of the war, greatly weakened

	1913.	1914.
Counts	Sales about	Sales about
No. 6s.	2150	110
" 8s.	450	118
" 10s.	5900	137
" 12s.	24700	148
" 14s.	3900	140
" 20s.	28700	151
Total	119,400 bales.	77,800 bales.

Clearances in 1914 were reported to be about 182,000 bales, as compared with 210,100 in 1913.

**Local Yarn.**—It is very difficult to estimate business transacted during the year 1914, but, as far as we are informed, it comprised about 6,000 bales of No. 10s, 12s, and 18s. Latterly the machinery was sold to a Shanghai concern, and there will be no more local production in the market.

**Japanese Yarn.**—In sympathy with the Indian yarn, and the cheapness in the prices of raw cotton, prices show a decline, and sales during the current year are reported of about 27,000 bales, comprising about 3,500 bales of No. 10s at \$1.49 to \$96 per bale, and about 23,500 bales of No. 20s at \$1.55 to \$1.03 per bale.

**Cotton.**—The current year was reckoned as the dulllest on record. Sales are reported of about 2,500 packages at \$29 to \$20 per picul, against 6,500 at \$30 to \$37 per picul in 1913.

**Sundry Articles.**—In imports, prices show a decline, and a moderate business transpired. In exports, low rates of exchange induced a good business.

**Kerosene.**  
Notwithstanding the serious floods which occurred in the late Spring, there was a general increase in consumption of petroleum and its products for the first six months of the year. However, with the outbreak of European hostilities, consequent reduction in exports, increased discount of small coins and reduced buying power of the native, the consumption of petroleum products was very greatly affected; and during the last six months of the year not more than 40 per cent. of anticipated business was realised.

## DAIRY FARM NEWS.

## OUR FARMER HAMS &amp; BACON

CANNOT BE EXCELLED.

READ THESE:

## THE STAR.

"At the Royal Show to-day Mr. George Farmer, the well-known ham and bacon curer of Eureka Street, Ballarat East, followed up his previous numerous and record-breaking successes at former shows in Melbourne and Sydney by gaining first and champion prizes for bacon and first and champion prizes for hams, thus pronouncing him without doubt Champion of the Commonwealth."

IF YOU WANT TO GET THE BEST COME TO US.

## THE COURIER.

"For many years past, Mr. George Farmer, of Ballarat, has been a prominent prize-taker at the leading shows of the Commonwealth, and his list of successes is now a very lengthy and meritorious one. At the Royal Show which was opened in Melbourne to-day he was again to the fore, securing first and champion prizes for bacon and first and champion for hams."

## MACKINTOSH

& Co., Ltd.  
"MEN'S WEAR SPECIALISTS"

Telephone 29.

NEWEST STYLES IN

READY-TO-WEAR

TWEED

SPORTS COATS

FROM \$19.50.

WHITE &amp; GREY

FLANNEL TROUSERS

FROM \$7.50 Per Pair.

16 DES VŒUX ROAD 16

## WM. POWELL, LTD.

TELEPHONE 346.

## GENT'S OUTFITTERS

Newest Styles for present wear in

SOFT FELTS &amp; VELOUR

HATS

MUFFLERS, SHIRTS, TIES, WAISTCOATS, GLOVES, UNDERWEAR.

## J. ULLMANN &amp; Co.

The leading French Jewellery House.

Watchmakers. Fancy Goods. Diamond Merchants.

Grand Assortment of

BINOCULARS &amp; STOP WATCHES.

The most reliable place for Diamonds, Jewellery and accurate Time-keepers.

## The Year Round XMAS GIFT for the Whole Family.

## COLUMBIA GRAFONOLA

ASSURES EVERY MEMBER

A MERRY XMAS AND A HAPPY NEW YEAR.

A MAGNIFICENT SELECTION AT PRICES TO SUIT ALL PURSES

AT THE ANDERSON MUSIC CO., LTD.  
6, Des Vœux Road. Tel. 1322

## "COME, GIVE US A TASTE OF YOUR QUALITY."—SHAKESPEARE.

## "King George IV" Whisky

THE "TOP NOTCH" OF SCOTCH.



THE DISTILLERS COMPANY, LIMITED, EDINBURGH.

SOLE AGENTS: GANDE, PRICE &amp; CO., LTD.,

Tel. No. 135. 6, Queen's Road Central, Hongkong.

## NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES. FROM EUROPE, COLOMBO AND STRAITS.

## THE Company's Steamship

## "KAMO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 7th January, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 31st December, 1914.

## NOTICE.

To all whom it may concern: The undersigned will as from the 1st day of January, 1915, carry on business as Import, Export merchant and commission agent under his own name, having severed all connections with the firm of P. Soffiatti & Co. (Sgd.) A. GALLOTTI. Hongkong, 31st December, 1914.

## SHIPPING

CANADIAN PACIFIC  
ROYAL MAIL.  
STEAMSHIP LINE.

From Hongkong

Sailings Temporarily Withdrawn

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.  
"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.  
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.  
Corner of Pedder Street and Praya, opposite Blake Pier.

## BRITISH INDIA S. N. CO., LTD.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Orissa," tons 5,436, Capt. Redfern, R.N.R., will be despatched for Shanghai, Vladivostok, Kobe and Moji on the 19th Jan., 1915.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.

Hongkong, Dec. 26, 1914.

Agents.

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,  
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN  
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	7th Jan.	10th Jan.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield &amp; Swire.

Telephone No. 23.

## SHIPPING

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination. Steamers. Sailing Date

MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said  
Hirano Maru Capt. Fraser T. 16,000 {WEDNES., 13th Jan., at 10 a.m.

VICTORIA, B.O., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama  
Tamba Maru Capt. Nagasuyo 12,500 {TUES., 12th Jan., at noon.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane  
Nikko Maru Capt. R. Takada T. 9,600 {WED., 13th Jan., at noon.  
Hitachi Maru Capt. Sato T. 13,500 {WEDNES., 10th Feb., at noon.

CALCUTTA via S'pore, Penang & Rangoon  
BOMBAY via Singapore and Colombo.  
Jinsen Maru Capt. Terada T. 5,000 {THURSDAY, 31st Dec.

Kobe  
Hakata Maru Capt. Kawashima T. 1,250 {THURS., 31st Dec.

S'hai and Kobe  
Hitachi Maru Capt. Sato T. 13,500 {WEDNES., 13th Jan., at 5 p.m.

NAGASAKI, Kobe & Yokohama  
Kamo Maru Capt. Shimizu T. 16,900 {FRIDAY, 1st Jan., at 11 a.m.

Kobe & Yokohama  
Kamo Maru Capt. Shimizu T. 16,900 {Jan., at 11 a.m.

[Fitted with new system of wireless telegraphy.]

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	1st February
Kashima	20,000 "	25th February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaki	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
PAKHOI & H'PHONG	Holchow	1st Jan. at 10 a.m.
H'HOW & H'PHONG	Kueichow	2nd Jan. at 9 a.m.
S'hai, CHEFOO & T'SIN	Kashing	2nd Jan. at noon
SHANGHAI	Chenan	3rd Jan. at 4 p.m.
MANILA, CEBU & ILOILO	Teian	5th Jan. at 4 p.m.
SHANGHAI	Anhui	5th Jan. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinba," "Taming," and "Teian." Excellent saloon accommodation and ships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liachow," "Luchow," and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining-Saloon, maintain a fast schedule service between Canton, Hongkong, and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE.

Telephone No. 35

Hongkong 31st Dec., 1914.

## SHIPPING

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjipanas	JAVA	2nd half Dec.	JAPAN	1st half Jan.
Tjikembang	JAVA	1st half Jan.	S'HAJ	1st half Jan.
Tjikini	S'HAJ	1st half Jan.	JAVA	1st half Jan.
Tjitaroem	JAVA	2nd half Jan.	JAPAN	1st half Jan.
Tjimanoeck	JAVA	2nd half Jan.	S'HAJ	2nd half Jan.
Tjihodas	JAVA	2nd half Jan.	JAPAN	1st half Feb.
Tjilivong	JAVA	1st half Feb.	JAPAN	2nd half Feb.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

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York Building. 115

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 5th January.
Tenyo Maru	22,000 - 21 knots	" 25th January.
Nippon Maru	11,000 - 18 knots	" 9th February.
Shinyo Maru	22,000 - 21 knots	" 23rd February.

† via Manila, omitting Shanghai.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£80. " " £95.10.

" " " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Kiyo Maru 17,200 - 15 knots 9th Jan.

Thence by TRANS-ANDIAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

O. WURIU, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	2nd Jan.	29th Jan.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston &amp; Co.,

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	TUES., 5th Jan. at 1 p.m.
Hanching	W. C. Passmore	FRI., 8th Jan. at 1 p.m.

FOR AMOY AND FOOCHOW.

Haiyang	A. E. Hodgins	SAT., 2nd Jan. at 4 p.m.
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Calling at Swatow for Passengers only.

FOR SWATOW.

Halmun	A. H. Stewart	SUN., 3rd Jan. at 10 a.m.
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Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik &amp; Co.,

General Managers.

## LOG BOOK.

Port Trust, Chittagong.

The Administration Report of the Commissioners of Chittagong for the year 1913-14 is a record of moderate progress. The receipts of the year were only a trifle above those of 1912-13, and these with an opening balance of Rs. 1,31,244 and a Government grant of Rs. 1,50,000, with certain small credits, brought the Port Fund up to Rs. 5,17,804, out of which Rs. 3,04,843 were expended, leaving a closing balance of Rs. 2,13,051. With this large surplus it is presumed the Commissioners will add something to their Depreciation and Reserve Fund, which at the close of March 1914 amounted to only Rs. 1,89,763. The one dredger possessed by the port seems to be doing all it can to keep the channel open when it is not laid up in Calcutta for repair. Repeated requests have been made for a second one without avail. There is no possible chance of the Trust ever finding the money for it and Government is jibbing at handing it over so large a sum as Rs. 13 lakhs for this purpose, the latest excuse being a stringency of funds on account of the war. The one dredger has, however, effected something tangible since it first began to work in 1907, having at least kept the depth of water over the inner and outer bars somewhat greater on the average than in previous years. In the year 1912-13, 757 steamers and 54 sailing vessels entered the port; in 1913-14, 705 steamers and 48 sailing vessels entered; but the combined tonnage in the latter was considerably higher, showing an increase of 51,064 tons. The total foreign trade of 1913-14 was somewhat less, but the coasting trade higher, and the aggregate trade higher by 10.47 per cent. The work of survey and soundings has been vigorously maintained throughout the year, which was one presenting unusual features. One day in October 1913, 18½ inches of rain fell and the following day 6½ inches; there were heavy freshets due to abnormal rainfall in the hills from 3rd to 9th July which carried down to the bars enormous quantities of silt, causing shoals to form to the extent of 3 feet a day in places. On the 14th July there was only 8 feet 3 inches on the main track; and shoaling continued till the middle of October. Dredging had therefore to be maintained vigorously with the happy result that by the middle of January 13 feet depth of water was restored over the bar. A survey of the main river from the mouth up to Anti Mohamed Ghat (except the inner bar) was completed during the year; and soundings were taken to a larger extent than ever before as a very large amount of silt was supposed to have been deposited in the river-bed owing to the very heavy freshets. The recently constructed river revetment, however, is reported to have stood the strain of the monsoon well. A satisfactory feature of the working of the Trust is that it is anything but extravagant in "establishment." Thus a Port Engineer is maintained on a salary of Rs. 700—50—1,000 with a conveyance allowance of Rs. 75 monthly; the Port Officer is paid a salary of Rs. 400, staff allowance of Rs. 320, and two local allowances of Rs. 150 each, making a grand total of Rs. 1,020; the Senior Pilot and Harbour Master draws Rs. 300—20—400 with a personal allowance of Rs. 60; the Assistant Surveyor on the River Survey Establishment draws Rs. 150—20—250; the Port Health Officer draws Rs. 100—10—150, with a local allowance of Rs. 60. All departments worked well through the year, and though there were 5 groundings of vessels, none led to serious consequences.—Indian Engineering.

New Osaka Shosen Kaisha Steamers.

The Osaka Shosen Kaisha has ordered two new ships, of 10,000 tons each, one to be built by the Kawasaki Yard, and one by the Mitsui Bishi. These are intended for the American service to Tacoma. The keel has been laid of the one to be built by the Kawasaki Yard, and it is expected to be launched in April next, and delivered ready for service in July—Japan Chronicle.

Oysters, Fresh, Fried or Stewed. Findon, Haddock, Kippers &c.

ALEXANDER GALT.

## SHIPPING

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	Sat., 2nd Jan. at 3 p.m.
SHANGHAI	Kwongsang	Sun., 3rd Jan. at d'light
Kobe	Fausang	Tues., 5th Jan. at d'light
SHANGHAI	Lienshang	Tues., 5th Jan. at d'light
SHANGHAI	Hangsang	Wed., 6th Jan. at d'light
S'PORE, P'ang & C'outta	Namsang	Wed., 6th Jan. at 3 p.m.
T'SIN via Shanghai	Cheongshing	Thur., 7th Jan. at d'light
MANILA	Yuensang	Sat., 9th Jan. at 2 p.m.

## Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Vatshing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 15 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
 \* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.  
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.  
 For Freight or Passage,

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## THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.  
 Subject to change without Notice.

## "SHIRE" LINE SERVICE—HOMEWARD.

For	Steamers	Date of Departure
LONDON	Radnorshire	21st Jan.
LONDON	Radnorshire	21st Jan.

## TRANS-PACIFIC "SHIRE" &amp; "GLEN" JOINT SERVICE.

For	Steamers	Date of Departure
VTORIA, V'VER, S'TLE, TACOMA & P'LAND	Glengyle	16th Jan.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

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## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
 Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

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14

## THE TAIKOO DOCKYARD &amp; ENGINEERING Co. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS  
 FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-  
 STRUCTURAL ELECTRICAL & MECHANICAL  
 ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
 AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,  
 Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of  
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GRAVING DOCK 787 x 88 x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons  
 displacement, providing conditions for painting ships with most  
 efficient results.

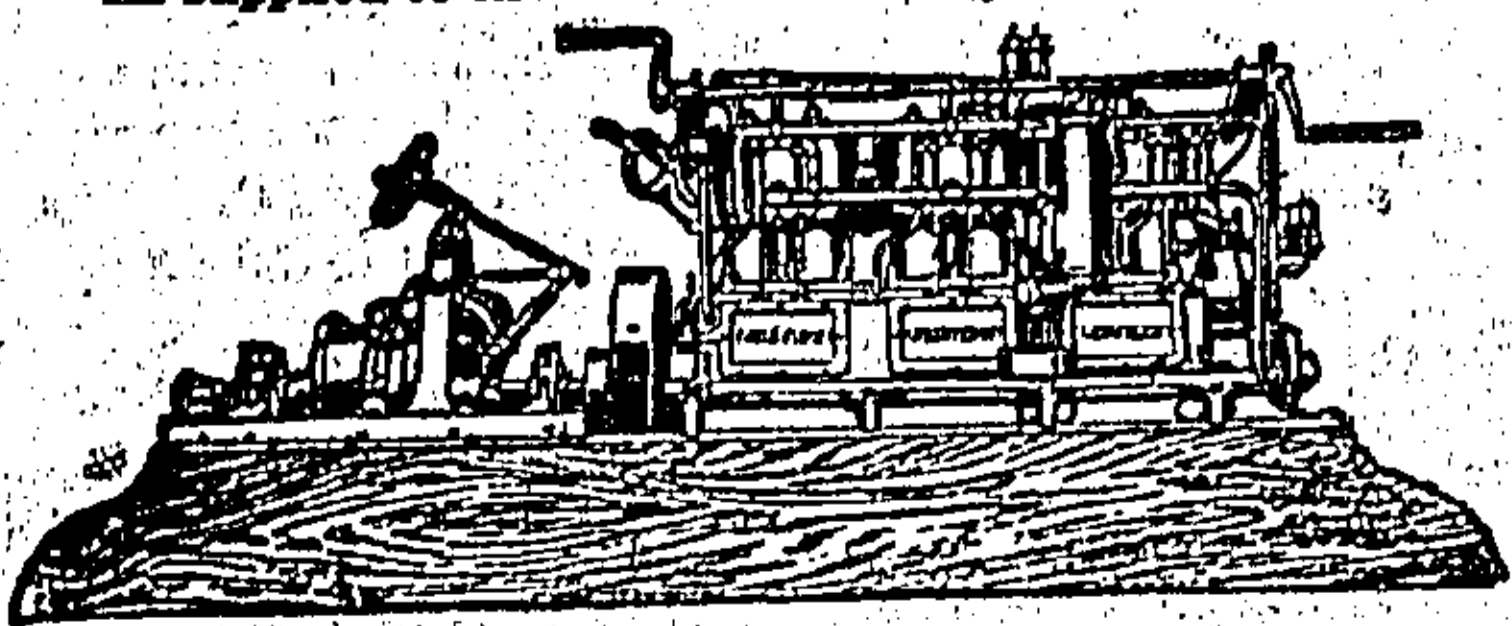
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-  
 HEAD CRANES throughout the Shops, ranging up to 100 Tons.  
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,  
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O.S. type Motor and Reserve Gear.  
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 BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE  
 CRAFT OF EVERY DESCRIPTION.  
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Telegraphic Address—"TAIKOODOCK."

TELEPHONE No. 221.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
L'don, S'pore, via P'ang, C'bo, &c.	Nagoya	P. & O.	1, Jan.
Marseilles via Ports	Cordillera	M. M.	19, Jan.
London	Radnorshire	J. M. Co.	24, Jan.

## NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via S'hai & Japan &c.	Chiyo M.	T. K. K.	5, Jan.
Via, B.C., T'ma via K'lung, Japan	Canada M.	O. S. K.	6, Jan.
South America Line	Kiyo M.	T. K. K.	9, Jan.
San Francisco via M'la & Japan &c.	China	P. M. Co.	12, Jan.
Via, B.C. & S'hai via S'hai &c.	Tamba M.	N. Y. K.	12, Jan.
Victoria, Vancouver, Seattle,	Glengyle	J. M. Co.	15, Jan.
Tacoma & Portland &c.	Manchuria	P. M. Co.	19, Jan.
San F'co via S'hai & Japan &c.	Tacoma M.	O. S. K.	28, Jan.
Via, B.C., T'ma via K'lung, Japan			

## AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	18, Jan.
Australian Ports via Manila	Aldenharn	G. L. Co.	29, Jan.

## SINGAPORE, COAST PORTS AND JAPAN.

Kobe and Yokohama	Kamo M.	N. Y. K.	1, Jan.
Shanghai	Arcadia	P. & O.	1, Jan.
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	1, Jan.
Shanghai, Chefoo and Tientsin	Kashing	B. & S.	2, Jan.
Kobe	Fausang	J. M. Co.	3, Jan.
Swatow	Haimun	D. L. Co.	3, Jan.
Singapore, Penang and Calcutta	Namsang	J. M. Co.	5, Jan.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	5, Jan.
Moji & Kobe	Hokuto M.	D. & Co.	7, Jan.
Nagasaki, Kobe and Yokohama.	Hitachi M.	N. Y. K.	13, Jan.
S'hai, Vladivostok, Kobe & Moji	Orissa	D. S. Co.	19, Jan.
Delagoa Bay, D'ban, B.L'don &c.	Kathiawar	B. L.	29, Jan.
Bombay via S'pore, Port S'ham,	Peking M.	O. S. K.	M. of N.
Penang & Colombo	Tjitaroom	J.O.J. L.	Q. desp.
Shanghai	Tjiliwong	J.O.J. L.	S. half O.
Java	Tjipanas	J.O.J. L.	Q. desp.
Shanghai	Tjibodas	J.O.J. L.	F. half D.
Japan	Tjikombang	J.O.J. L.	F. half J.
Shanghai	Tjimanoeck	J.O.J. L.	F. half F.
Singapore, Mauritius & South	Salamis	B. L. L.	End Feb.
African Ports			

## TO SAIL

## REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong.

## The s.s. "SHIMOSA"

sails hence on or about the 26th December.

via SUEZ CANAL for BOSTON & NEW YORK.

## The s.s. "CHALISTER"

sails hence on or about the 30th December

via PANAMA CANAL for NEW YORK.

For Freight and further information apply to

DODWELL & CO., LTD.

Hongkong, 22nd December, 1914

Agents.

## MOVEMENTS OF STEAMERS.

## AMERICAN MAIL.

The P. M. s.s. CHINA sailed from  
 Yokohama Thursday, December 24th,  
 1914, for Hongkong via Manila. The  
 sails have been transferred to the s.s.  
 KIOHIRIN MARU.

## MERCHANT STEAMERS.

The s.s. ORISSA sailed from Calcutta  
 on 23rd inst. and may be expected here  
 on or about the 13th January, 1915.

The P. & O. s.s. NILE left Singapore  
 for this Port on the 25th instant and is  
 due here on the 31st instant at about  
 daylight.

The P. & O. s.s. ARCADIA left Singa-  
 pore for this Port on the 27th instant,  
 afternoon, with the outward English  
 Mails, and is due here on the 1st Jan.  
 1915 at about 7 a.m.

## VESSELS IN PORT.

## Steamers.

Taming, Br. s.s. 1,350, G.H. Pannafather, 24th inst.—Manila, 21st inst. Gen. —B. & S.	Singam, Br. s.s. 1,073, H. Trowbridge, 24th inst.—Hobson, 28th inst. Gen.— B. & S.	Lokang, Br. s.s. 978, D. W. Ritchie, 25th inst.—J. M. & Co.	Namsang, Br. s.s. 1,391, H. R. Gilroy, 26th inst.—Moji, 21st Dec., Gen.—J. M. & Co.	Tacoma, Br. s.s. 4,096, Geo. Halding, 26th Dec.—San Francisco, 26th Nov. Gen.—S. O. Co.	St. Oswald, Br. s.s. 2,411, W. B. Spien, 27th Dec.—Halifax, 25th Dec., Gen. —D. & Co.	Canada Maru, Jap. s.s. 3,760, H. Nami- moko, 28th Dec.—Tacoma Wash. 24th Nov., Gen.—O. S. K.	Kanru, Br. s.s. 1,143, E. Monkman, 26th Dec.—Swatow, 24th Dec., Rice— B. & S.	Kiyo Maru, Jap. s.s. 5,767, H. Nagano, 28th Dec.—Moji, 24th Dec. Coal—T. K. K.	Kueichow, British s.s. 1,220, Forryth, 29th Dec.—Halifax, 24th Dec. Rice —B. & S.	Merionethshire, Br. s.s. 2,636, R. H. Dodd, 29th Dec.—Portland, 11th Dec. Gen.—J. M. & Co.	Challister, Br. s.s. 3,366, J. E. Galt, 28th Dec.—Manila, Gen.—D. & Co.	Jade, Br. s.s. 1,590, J. Fannin, 29th Dec.— Haiphong, 27th Dec., Gen.—W. Jack.	Weihing, Br. s.s. 1,170, M. Ploknell, 29th Dec.—Hobson, 28th Dec., Gen.— J. M. & Co.	Loongsang, Br. s.s. 1,099, W. G. G. Leak, 29th Dec.—Manila, 26th Dec. Gen.—J. M. & Co.	Kwongsang, Br. s.s. 1,475, Richard, 29th Dec.—Swatow, 28th Dec., Gen.— J. M. & Co.	Kumchow, Br. s.s. 1,350, J. Martin, 29th Dec.—Saloon, 24th Dec., Rice & Gen.—China.	Uncus, Br. s.s. 2,380, P. Stewart, 28th inst. —San Francisco, 22nd inst. Gen. —B. & S.	Calohas, Br. s.s. 4,374, R. T. Jones, 28th Dec.—Victoria B. C. 29th Nov. Gen.—B. & S.	Kaiping, Br. s.s. 1,605, R. M. Macfarlane, 30th Dec.—Local, 26th Dec. Gen.—D. & Co.	Lienshang, Br. s.s. 1,048, W. Maney, 29th Dec.—Yokohama, 24th Dec. Gen.—J. M. & Co.	Rangoon Maru, 3,316, W. Nomura, 29th Dec.—Moji, 23rd Dec., Gen.—N. Y. K.	Chipping, Br. s.s. 1,198, T. Anderson, 29th Dec.—Singapore, Ballast—J. M. & Co.	Fausang, Br. s.s. 1,400, H. S. Walker, 30th Dec.—Singapore, 23rd Dec. Gen.— J. M. & Co.
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## CONSIGNEES

## PACIFIC MAIL STEAMSHIP COMPANY.

From SAN FRANCISCO, JAPAN  
 PORTS and MANILA.

## S.S. "SIBERIA"

The above mentioned vessel  
 having arrived consignees of car-  
 go are hereby notified to send in  
 their bills of lading for counter-  
 signature and take immediate  
 delivery of cargo from alongside.  
 Cargo impeding discharge will  
 be landed immediately at con-  
 signees' risk and expense.

Cargo remaining on board  
 Thursday, Dec. 24th, 1914, at noon  
 will be subject to landing  
 charges and if undelivered on  
 December 29th, 1914, at noon  
 will be subject to both landing and  
 storage charges.

No Fire Insurance whatever  
 will be effected.

All chafed and otherwise dam-  
 aged cargo will be examined at  
 the above Company's godown  
 on Dec. 30th, 1914, at 10 a.m.

No claims will be entertained  
 unless accompanied by short  
 delivery note or list of exceptions  
 taken at the time of delivery to  
 consignees and signed for and on  
 behalf of the Pacific Mail S.S. Co.

All claims must be filed on or  
 before January 22nd, 1915, other-  
 wise they will not be recognized.

R. C. MORTON,

Agent.

Hongkong, 22nd December, 1914.

## CONSIGNEES

## THE ROYAL MAIL STEAM PACKET COMPANY.

## THE Steamship

"MERIONETHSHIRE,"

From PORTLAND, SEATTLE  
 and VANCOUVER.

The above Steamer having  
 arrived, Consignees of Cargo  
 are hereby notified to send in  
 their Bills of Lading for coun-  
 tersignature, and to take im-  
 mediate delivery of cargo from  
 alongside.

Cargo impeding discharge or  
 remaining on board after 9 a.m. on  
 30th inst., will be landed at Con-  
 signees' risk and expense and de-  
 livery must then be taken from the  
 hazardous and/or extra hazardous  
 Godowns of the Hongkong and  
 Kowloon Wharf and Godown  
 Co., Ltd.

No Fire Insurance whatever  
 will be effected.

No claim will be recognized  
 after the Goods have left the  
 steamer or Godown, and all goods  
 remaining in Godown undelivered  
 on 6th Jan. at 6 p.m. will be  
 subject to rent.

All chafed and otherwise dam-  
 aged cargo must be left in Go-  
 down and examination of same  
 will be held on 6th Jan. at 9.30 a.m.

All Claims must be presented  
 on or before 10th January, 1915  
 otherwise they will not be re-  
 cognized.

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 29th December, 1914.

## TO SAIL

## FOR SAN FRANCISCO.

Through Bills of Lading can be issued to

New York, Chicago and all interior points in U.S.A.

## The Steamship

Also sailing at Seattle if sufficient inducement offered.

This fine steamer has excellent accommodation for  
 first and second class passengers.

For Rates of Freight, passage money, etc. apply to

SHEWAN TOMES & Co.

Agents.

Hongkong, 4th December, 1914.

## "INDRA" LINE LIMITED.

## FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

## THE Steamship

For freight and passage apply

JARDINE, MATHESON & Co., Ltd.

General Agents.

Hongkong 9th October, 1914.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

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ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained  
 workmen under expert European supervision.

All classes of Light Steel work manufactured by the above process.  
 Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	ENTRANCE BREADTH	DEPTH OVER ALL AT LOW WATER	DEPTH OVER ALL AT HIGH WATER	DEPTH OVER ALL AT SPRING TIDES	DEPTH OVER ALL AT NEAP TIDES
KOWLOON						
No. 1 Dock, Kowloon	700	150	15	15	15	15
No. 2 Dock, Kowloon	150	150	15	15	15	15
No. 3 Dock, Kowloon	150	150	15	15	15	15
First Slip, No. 1 Kowloon	150	150	15	15	15	15
Second Slip, No. 1 Kowloon	150	150	15	15	15	15
WATERLOO						
Competition Dock	150	150	15	15	15	15
ABERDEEN						
Harbour Dock	150	150	15	15	15	15
Launceston Dock	150	150	15	15	15	15

OFFICE: KOWLOON.

Telephone No. 1 L.

Please Address Enquiries to the Chief Manager,

H. M. OYEN & Co. M.J.N. Yeeboon Dock, Hongkong

# THE HONGKONG TELEGRAPH.

## EXTRA

HONGKONG, THURSDAY, DECEMBER 31, 1914.

### LEGISLATIVE COUNCIL

A meeting of the Legislative Council was held in the Council Chamber this afternoon.

There were present:—H. E. the Governor, Sir Henry May, K.C.M.G.

His Excellency Major-General F. H. Kelly, C.B.

The Hon. Colonial Secretary, Mr. O. Severn.

The Hon. Secretary for Chinese Affairs, Mr. E. R. Hallifax.

The Hon. Attorney General, Mr. J. H. Kemp.

The Hon. Colonial Treasurer, Mr. E. D. O. Wolfe.

The Hon. Director of Public Works, Mr. W. Chatham, O.M.G.

The Hon. Capt. Supt. of Police, Mr. O. McIlwaine Messer.

The Hon. Mr. E. A. Hewett, C.M.G.

The Hon. Mr. H. E. Pollock, K.C.

The Hon. Mr. Wei Yuk, C.M.G.

The Hon. Mr. Lau Jui-pak, Mr. M. J. Breen, Clerk of Councils.

**Resumed His Seat.**

The Hon. Mr. W. Chatham, O.M.G., Director of Public Works, took his seat on the Council this afternoon, on his return from leave.

**Finances.**

The following financial minutes were referred to the Finance Committee on the motion of the Colonial Secretary, seconded by the Hon. Colonial Treasurer:—

A sum of \$250 in aid of the vote Judicial and Legal Departments, D.—Attorney General, other charges, incidental expenses.

A sum of \$8,684.28 in aid of the following votes:—Police and Prison Departments, A.—Police, other charges, clothing and equipments, \$1,402.57; luncheon and boats, repairs, \$2,665.72; light, \$810.51; passages and bonuses, \$1,077.55; small stores, \$38.40. B.—Fire Brigade, other charges:—stores, \$891.51.

**Railway Expenditure.**

The Hon. Colonial Secretary moved the following resolution:—

"It is hereby resolved that a sum of Dollars Three hundred and forty-eight thousand eight hundred and sixty-six and Cents nine-threes (\$348,866.03) be advanced out of funds in the custody of the Government for the construction of Kowloon-Canton Railway (British Section) during the year 1914."

In doing so, the Hon. Mr. Severn said that one or two of the unofficial members had drawn attention to the late period in the year at which the motion involving the expenditure of a large sum on capital account had been brought forward. The hope was expressed that in future years such a motion would be brought forward earlier in the year. He had already expressed regret to the Council for the late period at which the matter had been brought forward, and the government certainly would be careful that such a motion would be brought forward earlier in the year. The hon. members representing the Chamber of Commerce also suggested that the members of Council should have something before them at the time the Colonial Estimates were considered. They would realise that capital expenditure for the railway had nothing to do with the ordinary revenue and expenditure of the Colony, but he thought that the Council should have some idea before them as to what they were committing on account of the railway, but the Colonial Estimates were affected by the interest charges upon the capital sum expended upon the railway, and it was possible to give some idea of what was to be spent in the coming year, that should be done. In the present instance the only sum out of the \$1,100,000 that could have been known when the

### UNIVERSITY OF HONGKONG.

**Matriculation Examination—December 1914.**

The following candidates have been successful at the above examination:—

1. Leung Hoi-hung, St. Joseph's College and Diocesan Boys' School.

2. Lo Chung-chee, Anglo-Chinese College, Amoy, and Diocesan Boys' School.

3. Wong Fook-han, Victoria Institution, Kuala Lumpur.

4. Wu Yung-li, High School Yunnanfu, and St. Stephen's College.

5. Chao Ming-hsin, Peiyang University and Chihli Provincial College.

6. Yeung Kwai-chiu, Ellis Kadoorie School.

7. Lin Chen-hua, Preparatory Dept., Peking University.

8. Chai Chai-hueh, Chihli Provincial College.

9. Wong Bon-Lan, Assumption College, Bangkok.

10. Yen Shu-lung, Anglo-Chinese College, Tientsin.

11. Shih Yung-cheng, Normal Middle School, Pao Tung Fu, Chihli.

12. Wang Zhi-yu, Ningyang Academy, Shanghai.

13. Chang Chang-ko, Peking University.

14. So Kwai-lap, Ellis Kadoorie School.

15. So Sing-woon, Ellis Kadoorie School.

16. Chang Kung-chen, Anglo-Chinese College, Swatow.

17. Woo Pak-ming, St. Joseph's College and Diocesan Boys' School.

18. C. W. Olson, Diocesan Boys' School.

19. Wong Pui-po, Diocesan Boys' School.

20. Chiu Kwan-tsz, Sacred Heart College, Canton.

21. Lim Beng-inn, Anglo-Chinese School, Singapore.

Students desiring a room in any of the Hostels should apply to the Warden concerned.

**CRICKET.**

**A Two Days' Match.**

Commencing to-morrow at 10.30 a.m. a two-days' match will be played between the Hongkong Cricket Club and the Host of the Colony. The teams will be composed as follows:—

H.K.C.C.—R. Hancock, T. E. Pearce, R. P. Thurlfield, O. A. Stokes, S. S. Moore, E. P. Mitchell, H. H. Taylor, R. N. Anderson, G. R. Syer, O. A. Hooper, and M. M. Mas.

Rest of the Colony.—R. E. O. Bird, E. B. Reed, J. Martin, Lt. Mann, Major Robertson, R. A. Cayallio, J. V. Briggs, F. J. de Rome, Capt. Matthews, Major Bowen, and J. R. Robinson.

estimates were under consideration was the sum for the Kowloon Railway Station, all the other items had arisen since.

The Hon. Colonial Treasurer seconded.

The Hon. Mr. E. A. Hewett said that the point which he wished to make was that it was just as necessary for the British section of the Canton-Kowloon Railway to prepare its estimate in advance, as it was necessary for a business man to make a forecast of what his business would be in the next twelve months, and it would be for the Government to put a budget before them, as to what they expected to spend and to earn.

The Hon. Mr. H. E. Pollock agreed with what the hon. member had said.

His Excellency informed the Council that the point which the hon. member had made would be borne in mind.

Council adjourned sine die.

### FOR THE FRONT.

**Further Contingents from Hongkong.**

His Excellency the Governor has decided that further contingents for the new service battalions may be sent home at the expense of the Colonial Government, the first contingent to sail about Jan. 16. The enlistment of those accepted will not be carried out in the colony, but after being medically examined by a military medical officer and finally accepted by the D.A.A. and Q.M.G. they will be required to sign a bond that they will carry out their intention of enlisting on arrival in England. Acceptance for any corps other than infantry is not guaranteed.

Passage is granted from Hongkong onwards only. Applicants from out-stations will have to find their own way to Hongkong, and if not accepted, will not be given return passages. Applicants should be of British parentage; other nationalities cannot be accepted. Return passages to Hongkong after war are not guaranteed either by Colonial Government or Military authorities.

Applicants should attend first at the Bowen Road Military Hospital for medical inspection. A medical officer will be able to attend to them daily between 11 a.m. and 12 noon, but Wednesdays, Saturdays, and Sundays should be avoided as far as possible. After medical inspection applicants should attend at the Office of the D.A.A. & Q.M.G., "A" Block, Victoria Barracks, with their medical certificates for enlistment, at any time up to 4 p.m.

Any who, by reason of their occupation, are not able to attend between the hours stated should inform the D.A.A. & Q.M.G. by letter.

**URGENT.**

**About to Leave for India.**

In the Summary Court, this morning, Mr. Goldring asked his Lordship to put on the list for urgent hearing a case that had not been listed. He would like the case to be taken before Tuesday, because the defendant, who was a sergeant major in the police, was going to India. Mr. Goldring (D.S.P.) and everybody were anxious to go on with the case if it could be possibly taken before Tuesday. He thought to-day or Monday would suit.

His Lordship:—If it is urgent why did you not mention it earlier?

Mr. Goldring:—It is only new in the list.

The hearing was fixed for Monday.

**DAY BY DAY.**

**Interesting Engagement.**

The engagement is announced, says the *L. and C. Express*, of Arthur George, Muribson Fletcher, Assistant Colonial Secretary, Hongkong, son of Dr. and Mrs. George Fletcher, of Highgate, and D. R. Fletcher, second daughter of Lieutenant Colonel and Mrs. Rogers-Harrison, of Kenilworth, Pittville, Law, Cheltenham.

The marriage will take place quietly early in January.

**Remanded.**

The alleged armed robbery at Yau-mai, in the course of which the knife was used on a woman, was remanded, at the Police Court, this morning.

**Coming Auction.**

We have received from Mr. G. P. Lammert an advertisement, too late for insertion, of a big auction sale of very fine curios, which is to take place on January 8 and 9.

### LAWYER AND EUROPEAN

**Trouble with a Servant, and the Sequel.**

At the Summary Court, this morning, there was quite a scene between a lawyer and a European defendant in an action.

Mak Fat-sue J.J. Stubbings, station superintendent of the Hongkong Electric Company, for \$2.70, wages due for five days; \$14 in lieu of notice; the return of clothing detained by the defendant and valued at \$11.50; or, in the alternative, the value of the clothing, and damage for such wrongful detention.

Mr. Goldring appeared for the plaintiff, and defendant appeared in person.

Mr. Goldring:—The plaintiff in this case has several claims, one for clothing and arrears of salary, etc., but the remaining alternative claims are now waived because defendant has returned the clothing and has paid the money claimed for wages due into Court. I am asking for costs, including the costs for to-day, because defendant, in a very rude manner, declined to pay them and I am entitled to pay them. I wrote him a letter saying that my client had agreed to accept payment into Court and agreed to go no further and my costs would be on the lowest scale; he put in the writ back, "Nothing doing." I am not going to have any mercy on a man like that.

Defendant stood up to speak.

Mr. Goldring:—I don't think there is any need for discussion, my Lord. I am entitled to my costs.

His Lordship:—You are claiming five days' wages and the return of clothing?

Mr. Goldring:—Yes.

His Lordship:—Wages due? Mr. Goldring:—Yes, and the value of the clothing, \$11.50. I have notified the plaintiff I am prepared to accept \$2.70 and the value of the clothing, and that the costs were on the lowest scale. I have already notified the defendant of that, and as I have said my Lord:—

His Lordship:—Of course you are entitled to your costs.

Mr. Goldring:—Yes; and my attendance here to-day, which would not have been necessary had he accepted it.

His Lordship:—The plaintiff is entitled to his costs.

Defendant:—Your Lordship, I deny every item except wages which I said he could have had next morning. I ask Mr. Goldring to produce the letter sent him this morning explaining that I should not pay many of the claims. I did not answer him in a rude manner, as he says.

His Lordship:—Did you get a letter this morning?

Mr. Goldring:—Yes, this morning, but after the writ I got "Nothing doing."

His Lordship:—You got your wages and clothing?

Mr. Goldring:—Yes, but I want my costs.

His Lordship:—Defendant says he is willing to pay these.

The Defendant:—Yes, but the man never came forward for them. I can prove that by myself and the watchman who is here.

His Lordship:—He never came and they remained there?

Defendant:—Yes, I only got the summons.

Mr. Goldring:—It is absolutely untrue, so far as I can make out. The man went there and was literally kicked out by the watchman, under defendant's instructions.

His Lordship:—I must hear the case if you want your costs.

Mr. Goldring:—I am put into Court, the clothes returned and I am entitled to my costs.

### SINGAPOREANS AT THE FRONT.

**Correspondence from Seat of War.**

Several of the French Singaporeans, who were given hearty send-offs early in August, have written to their friends here. A few of them, including Mr. J. A. Roinat, of the Messageries Maritimes, are being trained, or are still kept in the depots. Others have already been in the fighting line.

Mr. J. Chaffajon, who was in France at the declaration of war, and was one of the first to cross the frontier of Lorraine, had a very narrow escape. At the battle of Moyon-Vie, he was grievously wounded in the leg, and while crawling towards cover the leg was shot again through the arm. Later on, brought back to the ambulance, he found that practically all his company had been annihilated, only two remaining. He is now doing well in the bracing air of the Pyrenees, eager to join his regiment where, says he, his companions in arms fallen on the battlefield will him back to avenge them.

The two sons of Mr. Clouet, of the firm Clouet and Co., have been wounded; O. Clouet, only slightly in the knee, in the vicinity of Rheims; he has already gone back to the firing line. The other son was severely wounded during the siege of Mubunge, and taken prisoner of war after the reduction of the place; he is still in the Hospital at Munster, in Westphalia. Most of the Catholic Fathers from Singapore are busy in the hospitals and ambulances. Father Davals has been most exposed, having been sent to Luneville, and after that to divers ambulances on the front.

The sympathetic Father Francois writes from Lyons that he will probably be sent very soon to minister to the wounded on the battlefield, where, says he, the ministry of the priest is easy and consoling. Mr. P. Dupire, of the firm of Dupire Brothers, in Verdun, and Mr. J. Limagne, of the Messageries Maritimes, somewhere in the region of Arras, a few hundred yards from the German trenches. His friend, Mr. C. de St. Ceran, always most enthusiastic, waits impatiently for the day when he will receive the order to charge with the bayonet those "Boches," as he calls them; while, somewhere in the forest of Alsace, only a few metres from the Germans, whom he can hear "speak and cough," Mr. Hoberdon, of Pathe Freres, as a delicate artist that he is, takes pleasure in diverse aspects of the forest, the plants, and so forth. Even in war, and in the most perilous situations, everybody keeps his special *tour de dessein* and carries with him what formed his interest before in ordinary life.—*Straits Times*.

His Lordship:—The defendant says he was willing to let him have the clothes and money if he called for them.

Mr. Goldring:—If he paid the money into Court he has accepted liability.

His Lordship:—If he establishes a case that it is true the man ran away.

Mr. Goldring:—I will be very glad, my Lord, because I will continue with all my other claims.

His Lordship:—Did he go?

Mr. Goldring:—He did.

His Lordship:—I will take this case personally.

Mr. Goldring:—I would not care to go on with it to-day; I have a lot to do to-day.

His Lordship put the case in the list for Friday week.

### THE P. AND O. CASE.

**At the Police Court, this afternoon, the hearing of the case of alleged theft from the P. and O. lighter Madge, was continued.**

The first defendant, in answer to Mr. Lewis, said he did not know if any noise would be caused by the breaking and opening of the bales. He did not know how they stole the yarn.

By Mr. Faithfull:—If there was any noise made, whether it was little or whether it was much, he did not hear it. Never in his four years' experience as a tally-man had he seen a bale broken open. It was possible for even four or five bales to be lowered down in a quarter of an hour. It would be possible for someone to have opened the bales and put them under the boards without him knowing. There were strong lights on the ship, but only a small light in the hold.

By Mr. D'Almada:—He had known the fourth and fifth defendants a few weeks. During the date in question he saw the defendants working on the lighter. During the whole of the time he was tallying he could see the defendants working. When they finished they came out and the bales were closed by the No. 1 lighter-man. He did not see the bales looked. The moment the bales were closed the No. 1 lighter-man would be responsible for the cargo. The duty of the lighter crew would then cease. By mistake, the yarn might have passed into the lighter without being tallied by him. He did not know how else it could have got there.

Mr. Faithfull set up the defence of asportation. There was not the slightest evidence to show his client had absolute possession of those five bales at any time. There was no doubt that five bales got into the boat, and they came out by the Malta and in the same voyage as the other 582 bales his client tallied. How they got into the bottom of the boat was a mystery and he supposed it always would be a mystery. They had a Judas, whose conscience failed him, and he went to the station and said what he did to save his own skin. This was the first time his client had been accused of wrong, although Mr. Lewis had said, "the first time he has been caught."

Mr. Lewis:—That was aside; it was not meant for his Worship to hear.

Mr. Faithfull:—But I think he did hear it.

Mr. Faithfull:—Then I am glad your Worship's ears were not assailed by such a saying. He continued that the evidence adduced that day was not sufficient to commit for trial on.

Mr. D'Almada said even the yarn had not been identified as belonging to the complainant company.

The defendants were committed for trial.

**CIGARETTES AND TOBACCO.**

**Further Consignment for the Front.**

At the Committee meeting held last evening it was decided to despatch by the P. and O. steamer leaving on Friday:—

100,000 "Woodbine" Cigarettes.

144 lbs. Tobacco, "Stolen Kisses."

144 lbs. Tobacco, "Ram's Head."

This makes a total of 300,000 cigarettes and 576 lbs. of tobacco sent to date. Further subscriptions will be thankfully received, so that the supply can be continued to our gallant men in the trenches.

### JUDGE ON MONEYLENDERS.

**Bad for Government Servants to be in their Hands.**

At the Summary Court, this morning, his Lordship, the Puisne Judge, made some remarks about the danger of Government employees being in the hands of money-lenders. The case was one in which an Indian employed on the a.s. Fasthan, named Bhag Singh, sued Li Lok-hang, a police interpreter, for \$210, money lent. Mr. Faithfull appeared for the plaintiff.

It transpired that twelve months ago the defendant borrowed \$100 from the plaintiff and signed a note for \$200, promising to pay ten dollars a month. His salary was \$30 a month.

His Lordship said he did not know why these men lent money to Government servants on the small salary of \$30. They were in Government service and he supposed that was taken into consideration in the amount of interest charged. It must be a very bad thing for people in a responsible position in the police station to get into the hands of money lenders like this.

An order was made for \$2 a month.

**PRISONERS AT HONGKONG.**

**The Governor Denies German Lies.**

The following telegram from London appears in the *Straits Times*:—In view of the German Government's allegations regarding the treatment of German prisoners at Hongkong, Mr. Harcourt communicated with the Governor, Sir F. H. May, who replied that the report was unfounded.

The American Consul-General telegraphed to his Government to inform the German Government that as a result of investigations he finds there is no truth in the report.

**GONE TO THE FRONT.**

**Debtor who is Not in the Colony**

In the Summary Court, this morning, in the case in which A. R. Ellis was sued for the sum of \$800, by G. H. Williams, Mr. Eas informed the Court that this was a case where the man had gone to the front.

His Lordship:—You can't prove it (the debt)?

Mr. Eas:—No, the plaintiffs are away in Canton.

The hearing was adjourned.

**KIDNAPPING.**

Before Mr. J. B. Wood, at the Police Court, this afternoon, a woman was charged with kidnapping a young girl. After hearing the evidence, his Worship sentenced defendant to twelve months' imprisonment.

The child was kidnapped in Canton, and a detective on the steamer arrested the woman.

**10-DAY'S ADVERTISEMENT.**

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell by Public Auction on

**WEDNESDAY, the 6th January, 1915,** commencing at 11.30 a.m. at his Sales Rooms, Duddell Street.

**100 Pieces Superior Woollen Suit Lengths**

also A Selection of Sundry Sports Goods, etc.

On view from Tuesday the 5th January, 1915.

Terms:—Cash on delivery.

**GEO. P. LAMMERT, Auctioneer.**



## DIARY OF WAR.

## COUNTRIES AT WAR.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Japan.
	Serbia.
	Montenegro.

## ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army it consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

## Events that Brought it About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1906.—Tariff war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpected-severe. Semi-official Pester Lloyd affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.

August 2.—British cabinet meets and adjourns till evening. Osenns invade Germany near Biala. Germans invade France near Orlay. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace.

August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces. Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenigin Luise and later strikes mine and sinks herself.

August 7.—German Cavalry division, routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 8.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Haselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Oire.

August 18.—Japan sent ultimatum to Germany demanding that Kiaochow be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Officially announced that British Expeditionary Force safely landed on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians rout Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland.

August 29.—German troops being withdrawn from Belgium owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 2.—Japanese occupy seven islands of Kiaochow, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lombardy. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Hailoz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 280,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners.

September 6.—Announced that Britain, France, and Russia mutually engaged not to conclude peace separately during the war.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawaruka, and convert Galicia into Russian Provinces.

September 10.—Force of 80,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.12 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy.

Sept. 13.—German right wing retreating. Australian Squadron occupies Herbersthohe. German New Guinea. French troops occupy Soissons and Lunville. German left wing retreating.

Sept. 14.—Germans evacuate Amiens and give way at Revinny and Brabant-le-roi. Crown Prince's Army driven back.

Sept. 15.—French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Rawaruka, and occupy Czernowitz. Servians defeat 90,000 Austrians at the angle of the Rivers Drina and Save. Announced that German cruiser Hela was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships Aboukir, Cressy and Hogue sunk, by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 25.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Tsingtau.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Force.

Sept. 28 and 29.—Battle of the Aisne continues. Allies beat back severe attacks by the enemy.

Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported half way to Buda Pest.

Oct. 1.—Announced that H.M.S. Camberland has captured nine German liners and one ganboat in Cameroons River. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Czar leaves for the front. Big battle continues in France. Crown Prince's Army being repulsed near Varennes.

Oct. 4.—Germans make night attack at Tsingtau, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues. German commander warning populace. Belgian Government removes to Ostend. German cruiser Cormoran and two gunboats sunk in Kiaochow Bay. Big battle still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commando under Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in France. Allies resume offensive;

"real progress" reported. Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomania and captures the Pontopore (Emden's supply ship) off Suqatra.

Oct. 15.—Allies make further progress, occupying a line from Ipres to the sea. H.M.S. Hawke sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast.

Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks Austrian submarine off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Marianne and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on faraw compelled to retreat, Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress. Steamer Ordo arrives at Las Palmas with the crews of 13 steamers sunk by the German cruiser Karlsruhe, mostly in the Atlantic.

Oct. 24.—British destroyer Badger sinks German submarine.

off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowics and Loda, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilica; and the whole Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Peking harbour and sinks the Russian cruiser Jemchug and a French destroyer. Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombards Theodosia, in the Crimea.

Oct. 31.—Germans attempt general offensive movement from Nienport to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov. 1.—British cruiser Hermes sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Constantinople request passports. Most of the German forts at Tsingtau silenced by Japanese and British bombardment. British and French Ambassadors leave Constantinople. Announced that 2,000 armed Bedouins have

penetrated Egyptian territory. Germans continue violent attacks in Belgium and France, but are everywhere repulsed. British Government to shortly issue war loan of £200,000,000. Turkey apologises to Russia, but endeavours to throw the responsibility on the latter.

Nov. 3.—H.M.S. Minerva bombards Akaba, which is evacuated. Terrifying story from British Headquarters issued showing how a large body of British troops was transferred from the Aisne to the battle on the north coast, and how in subsequent fighting the enemy suffered terribly from our offensive. Submarine D5 sunk in skirmish with retreating German squadron in North Sea. German abandon left bank of the Yser below Dixmude. Anglo-French Squadron bombards the Dardanelles.

Nov. 4.—German cruiser Yorck strikes chain of mines blocking entrance to Jahde Bay and sinks.

Nov. 5.—War between Britain and Turkey declared. Annexation of Cyprus announced.

Nov. 6.—Austrians retreating along whole front before Russians. France declares war with Turkey.

Nov. 7.—Fall of Tsingtau announced. Russians continue triumphant march, capturing many prisoners and guns. Allies still make progress.

Nov. 8.—Announced that the surrender of Tsingtau is unconditional. Russian cavalry enters German territory from beyond the Vistula.

Nov. 9.—Colonial contingents given great reception at Lord

Mayer's Show. Patriotic speeches at the Guildhall banquet. German cruiser Emden caught off Coos Islands by H.M.A.S. Sydney engagement ensues; Emden goes ashore and is burnt out; Commander and a nephew of the Kaiser among the prisoners.

Nov. 10.—German cruiser Koenigsberg imprisoned in the Radagi River. German Ea Africa by sinking of colliers; the river's mouth. Russians still advancing in Poland and East Prussia.

Nov. 12.—Severe fighting in France and Belgium; Germans take Dixmude, but Allies hold their own elsewhere. Further Russian advance in East Prussia. Admiralty announces that, in absence of information, loss of cruisers Good Hope and Monmouth must be assumed.

Nov. 13.—Mr. Asquith announces that British casualties in France up to October 31 total 57,000. Christian De Wet's rebel commando severely defeated by General Botha. Announced that supplementary vote for another million men will be asked for, bringing British Army up to 2,186,400, exclusive of Territorials.

Nov. 14.—Egyptian Mohammedans give expression to remarkable feelings of loyalty towards British.

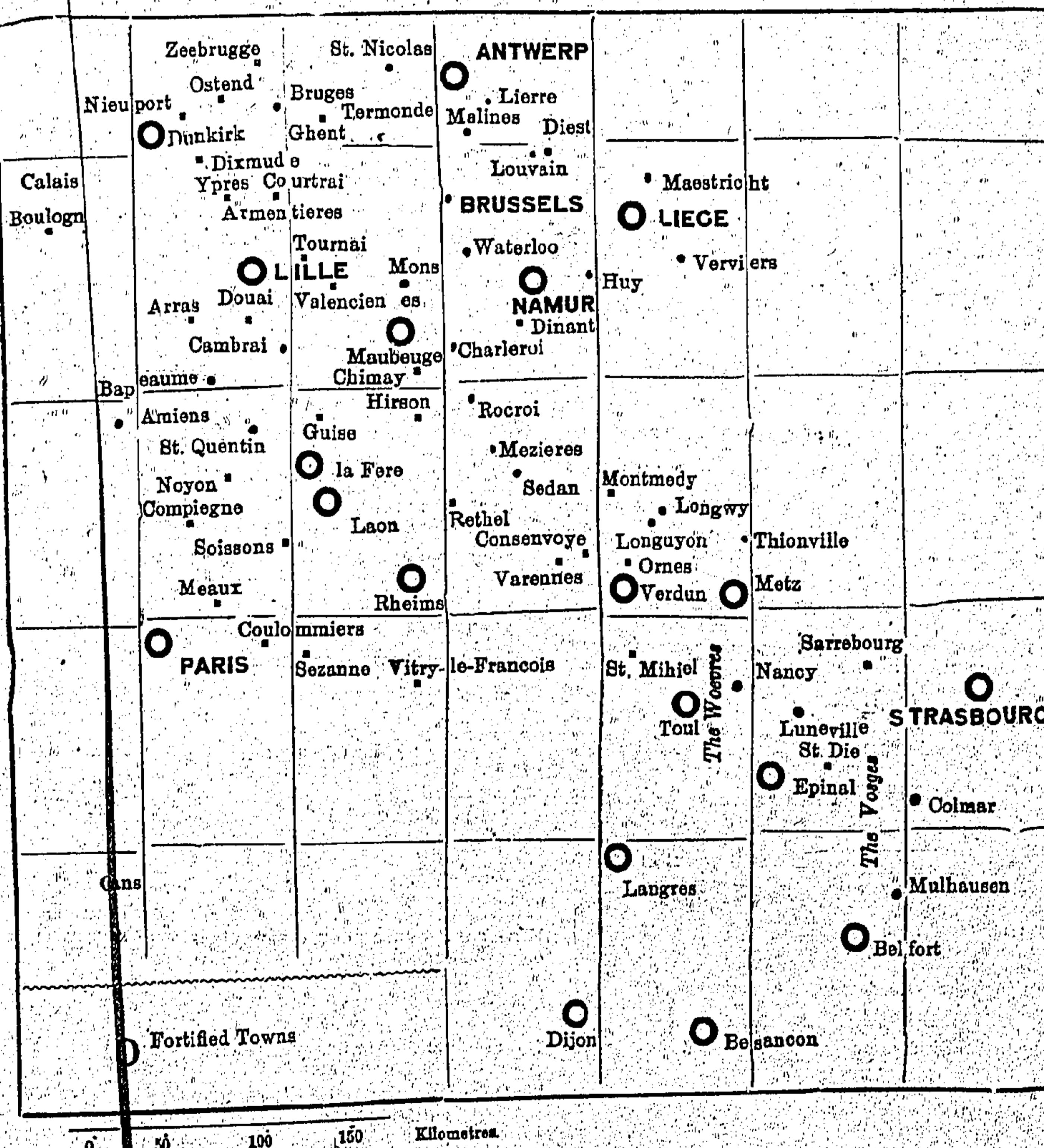
Nov. 15.—Death of Earl Roberts in France announced. Fighting still continues in Belgium, Germans being thrown back to right bank of the Yser Canal.

(Continued on page 10)

## THE WAR.

## Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



This is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the Allies have begun a general offensive and have made exceedingly good progress all along the line.

## Commercial.

**Beet Sugar.**  
The cessation of beet sugar supplies from Germany and Austria since the outbreak of war has led to a serious discussion of the question of making Great Britain its own producer in this article. There is no doubt that the British Isles can grow beet just as well as the Continent, perhaps better, yet while over 1½ million tons of beet sugar have been imported annually from the Continent, there is, but a single factory in the country itself, at Cantley in Norfolk. The Engineer calculates that British grown beet contains 17 per cent. of sugar, and that to produce 1½ million tons of sugar 9 million tons of beet must be produced, which would need 900,000 acres of land. As a matter of fact it would have to be grown on three times this area for the reason that it can be grown on the same land only once in three years; but it might be grown so in rotation with wheat and oats. 110 factories dealing with 1,000 tons of beet per day or 80,000 tons per year in the annual working period of 80 days, would suffice for the manufacture; and as the capital outlay on one such factory is reckoned at £120,000, a total capital of £13½ millions would have to be found. The manufacturing machinery can all be made at home, where the very best cane sugar machinery is at present being turned out in large quantities, so that the engineering trade would be largely benefited as well. It is believed that handsome profits could be made out of the enterprise if embarked upon on a large scale, and with due co-operation between farmer, engineer and manufacturer.

**British Finance.**  
In the statistical abstract for the United Kingdom, recently issued as a Blue Book, figures are given for the last fifteen years. For the year ended March 31 last, under revenue, the Budget estimate was £193,825,000, and the receipts paid into the Exchequer amounted to £193,242,897, being £582,000 more than the estimate. The Budget estimate, by way of comparison, in 1890-1900 was £120,550,000, and the Exchequer receipts £120,804,506—a surplus of £2,254,566. On the expenditure side, for 1913-14, the Budget and supplementary estimates totalled £199,011,000, and there were issues out of the exchequer (exclusive of expenditure not chargeable against revenue) amounting to £197,492,069, being £1,518,931 less than the estimate; but the net surplus on both accounts was £749,928. In the year 1890-1900, under expenditure, the Budget and supplementary estimates were £144,064,823, and the issues out of the exchequer reached £143,687,068, being £377,755 less than the estimates, the net deficiency thus standing out at £13,882,502.

**M. P.s and Their Salaries.**  
London, November 21, 7.20 a.m.—Mr. J. F. P. Rawlinson, Unionist member of Parliament for Cambridge University, has given notice of his intention to move in the House of Commons a resolution providing that the salaries of members of Parliament be discontinued, while the salaries of Ministers are to be reduced to the basis of those given in 1906. The resolution recites that this action is taken in view of the drain on the finances of the country.

## HOTEL LISTS:

Hongkong Hotel.	
Abraham, Z. S.	James M. T.
Adams, C. A.	Joseph R. M.
Alcock, Capt. G. H.	Joseph E. M.
Anderson, Mr. & Mrs.	Joseph S. M.
Alford, L.	Kuz Major & Mrs.
Backhouse, J. H.	Lafferty, G. J.
Bauckham, E. A.	Lara, Mr. & Mrs. F. B.
Bacon, Mr. & Mrs. S.	
Battholder, J. D.	Larmon, Edw.
Bell, E. E.	Lloyd, G. T.
Bell, Mrs. E. R.	Lujia, Mr. & Mrs.
Bell, O. D. J.	Mann, Mrs. R. F.
Bemp, G. A.	Manning, H. J.
Bishop, Mr. & Mrs. A.	Mollis-Smith, Mr. & Mrs.
Black, W. M.	Morrison, G. A. G.
Brooke, O. B.	Marriott, Dr. O.
Brown, Mr. & Mrs. C.	Matheson, Mrs. R.
	T.
Brooke, C. H.	Matheson, Miss M.
Clayton, W. E.	Merech, J. E.
Coleman, Dr. A. L. E.	Meyer, J. E.
Cornwall, Mrs. M.	Middleton, G. S.
Douglas, E. E.	Miller, Mrs.

**SUN LIFE OF CANADA**  
Is the leading Life Company of the Dominion.  
Outside of Companies issuing industrial policies, the Sun Life of Canada is doing the largest life business in the British Empire.  
Funds Exceed £11,000,000.  
CHIEF OFFICE FOR SOUTH CHINA, DES VŒUX ROAD, (POWELL'S BLDG.).

## FRENCH LESSONS

C. MOUSSON

15, Morrison Hill Road.

## NOTICE.

**KNOW ALL MEN** by these Presents that I BASIL REGINALD HAMILTON TAYLOR, Commander Royal Navy and Harbour Master at Hongkong do hereby declare that I intend hereafter to use the surname of Taylor in place of that of Taylor in all deeds and writings which I shall hereafter sign and in all dealings matters and things which I may hereafter have to do and perform and I desire to be always hereafter distinguished and addressed by all persons on all occasions and for all purposes as BASIL REGINALD HAMILTON TAYLOR.  
In witness whereof I have hereunto set my hand and seal this twenty-fourth day of December, 1914.  
(Signed) BASIL TAYLOR, Commander.

## NOTICE.

**WE, THE KWONG ON S.S. Co., Ltd.**, of No. 240, Des Vœux Road, Central, hereby give notice that in consequence of HAVING RE-BUILT THE S.S. TAI ON we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship TAI ON of Hongkong official number 95558 of gross tonnage 705.73 tons, heretofore owned by the KWONG ON S.S. Co., Ltd., of 240 Des Vœux Road Central for permission to change her name to NAM HOI and to have her registered in the name of the port of HONGKONG as owned by THE KWONG ON S.S. Co., Ltd.  
Any objections to the proposed change of name must be sent to the Registrar of Shipping at HONGKONG within seven days from the appearance of this advertisement.  
Dated at Hongkong this 30th day of December, 1914.

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

**NEW YEAR HOLIDAYS.**  
NOTICE is hereby given that all FIRE INSURANCE OFFICES will be closed for the transaction of Public Business on FRIDAY and SATURDAY, 1st and 2nd January.  
By Order,  
A. R. LOWE, Secretary.

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

**NEW YEAR HOLIDAYS.**  
NOTICE is hereby given that all MARINE INSURANCE OFFICES will be closed for the transaction of Public Business on FRIDAY and SATURDAY, 1st and 2nd January.  
By Order,  
A. R. LOWE, Secretary.

## CIGARETTE &amp; TOBACCO FUND FOR THE ALLIED FORCES AT THE FRONT.

Will these Ladies and Gentlemen who hold Subscription Lists kindly send them to be entered up to one of the following:—  
"South China Morning Post."  
"Hongkong Telegraph."  
Geo. J. B. Sayer,  
19, Queen's Road Central.  
APPEAL.  
As the Committee are sure that many Ladies and Gentlemen are in sympathy with this movement to give a little comfort to the Allied forces who are fighting our battles, donations will be thankfully received, and Subscription Lists can be obtained from any of the above.

## BANKS

**INTERNATIONAL BANKING CORPORATION.**  
HEAD OFFICE:  
60, Wall Street, New York.  
LONDON OFFICE:  
35, Bishopsgate, E.C.

**BRANCHES:**  
Bombay, London, Manila, Cebu, Hongkong, Yokohama, Kobe, Canton, Hankow, Shanghai, Peking, Tientsin, Singapore, Batavia, Borneo, Java, Sumatra, Siam, Ceylon, India, China, Japan, Korea, Philippines, Formosa, and elsewhere.

**CAPITAL PAID-UP \$3,250,000**  
**RESERVE FUND \$4,060,000**

(U.S. \$) \$7,310,000  
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

**CURRENT ACCOUNTS** opened and **FIXED DEPOSITS** received at rates to be ascertained on application.  
N. S. MARSHALL, Manager.  
Hongkong, 22nd Oct. 1914.

## YOKOHAMA SPECIE BANK LIMITED.

Established 1880.  
Authorized Capital Yen 48,000,000  
Paid-up Capital " 30,000,000  
Reserve Fund " 19,250,000

Head Office, OKOHAMA.

Branches: Amoy, Canton, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.

Agencies at: Batavia, Borneo, Ceylon, India, Java, Korea, Siam, Sumatra, and elsewhere.

Interest Allowed: Current Accounts, Deposits received at rates to be ascertained on application.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

**THE HONGKONG AND SHANGHAI BANKING CORPORATION.**  
Rules may be obtained on application.

**INTEREST** on deposits is allowed on the minimum monthly balances at 3½ per cent. per annum.

Depositors may transfer their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on **FIXED DEPOSIT** at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

**THE HONGKONG SAVINGS BANK.**  
The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

**INTEREST** on deposits is allowed on the minimum monthly balances at 3½ per cent. per annum.

Depositors may transfer their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on **FIXED DEPOSIT** at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

**THE MERCANTILE BANK OF INDIA, LIMITED.**  
Authorized Capital £1,500,000  
Subscribed " 1,125,000  
Paid Up " 562,500  
Reserve Fund " 455,000

**BANKERS:**  
Bank of England, London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

**THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**  
Incorporated by Royal Charter 1853.

**HEAD OFFICE—LONDON.**  
Paid-up Capital £1,200,000  
Reserve Fund £1,800,000  
Reserve Liability of Proprietors £1,200,000

**FOREIGN EXCHANGE** and General Banking business transacted.

**CURRENT ACCOUNTS** opened and **FIXED DEPOSITS** received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.  
Hongkong, 11th April, 1912.

**OPIMUM QUOTATIONS.**  
Dec. 19  
Malwa, New 19.025 per p.  
Malwa, Old 19.125  
Patna, New 19.225 per p.  
Patna, Old 19.300  
Benares, New 19.350  
Benares, Old 19.425

**THE ALEXANDRA CAFE.**  
Cannot be beaten, if Equalled For Bread, Cakes, Confectionery and meals with Wines & Liquors.

**WRIGHT AND HORNEY.**  
General brokers & Des Vœux Road Central. Tel. 4444. Responsible for any of the above quotations.

## BANKS

**HONGKONG & SHANGHAI BANKING CORPORATION.**  
Paid-up Capital £15,000,000  
RESERVE FUNDS:  
Sterling £1,500,000 at 2/-  
Silver \$15,000,000

**Reserve Liability of Proprietors £15,000,000**

**COURT OF DIRECTORS.**  
Hon. Mr. D. Landale, Chairman.  
W. J. Patterson, Esq., Deputy Chairman.

S. H. Dodwell, Esq., G. T. M. Edkins, Esq., C. S. Gubbay, Esq., P. H. Holyoak, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shellim.

**CHIEF MANAGER:**  
Hongkong—N. J. Stabb  
Shanghai—A. G. Stephen.  
London Bankers—London County and Westminster Limited.

**Hongkong—Interest Allowed:**  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

**ON FIXED DEPOSITS.**  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.

**N. J. STABB**  
Chief Manager.

**HONGKONG SAVINGS BANK.**  
The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

**INTEREST** on deposits is allowed on the minimum monthly balances at 3½ per cent. per annum.

Depositors may transfer their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on **FIXED DEPOSIT** at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

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**WRIGHT AND HORNEY.**  
General brokers & Des Vœux Road Central. Tel. 4444. Responsible for any of the above quotations.

## EXCHANGE.

Selling		Buying	
T/T Demand	1/9 3/4	T/T Demand	Nom.
30 d/a	1/9 3/4	T/T Demand	2.21 1/2
60 d/a	1/9 5/16	On Haiphong	6 1/2 prem.
4 m/s	1/9 3/4	On Saigon	8 1/2
T/T Shanghai	78	On Bangkok	8 1/2
Private 30 d/a sight	75 5/8		
T/T Singapore	75 5/8	4 m/s. L/C	1.97 3/8
T/T Japan	87 1/2	4 m/s. D/P	1.17 1/2
T/T India	133 1/4	6 m/s. L/C	1.10 1/4
Demand India	133 1/4	30 d/a. S'ney & M.	1/10 1/4
		30 d/a. San F'co & N.Y.	1/4 1/4
		4 m/s. Marks	Nom.
		4 m/s. Francs	2.32
		6 m/s. do	2.37
		Gold Leaf per tal.	\$56.50
		Silver per tal.	\$11.10
		Bar Silver ready	22 3/4
		forward	
		Discount per \$100	
		Chinese 20 cts. pieces	\$23 3/8
		Hongkong 20 cts. pieces	\$18 1/2
		Chinese 10	\$23 3/4
		Hongkong 10	\$18 1/2

## TO-DAY'S SHARE REPORT.

STOCKS & PAID UP VALUE. BANKS. MARINE INSURANCE. FIRE INSURANCE. SHIPPING. STEAMBOATS. INDO-CHINA. "SHELL" TRANSPORTS. "STAR FERRY". REFINERIES. MINING. CHINESE ENGINEERS. TONKIN. HONGKONG LANDS. HUMPHREYS ESTATES. KOWLOON LANDS. SHANGHAI LANDS. WEST POINT. MANILA M'POLE HOTEL. EWOS. SHANGHAI COTTONS. LAU KUNG MOW. KUNG YIK. HONGKONG COTTONS. CHINA-BORNEO. LIGHT AND POWERS. DO. (Spec. shares). CHINA PROVIDENTS. DAIRY FARMS. GREEN ISLANDS. HONGKONG ELECTRICS. HONGKONG ICES. HONGKONG ROPES. LANGKATS. MORNING POST. PEAK TRAMWAY. DO. (new). HONGKONG ELECTRIC TRAMS. PHILIPPINES. H. PRICE & CO. LD. SOCIETE DES PULPES ET PAPIERES DU TONKIN. SHANGHAI-SUMATRA. STEAM LAUNDRY. UNITED ASBESTOS. ORIENTAL AGENCY. LD. UNITED ASBESTOS. FOUNDERS SHARES. UNION WATERBOAT. WEISSMANN, LTD. WATSON. WILLIAM POWELL, LTD.

23.3/- at ex 1/0 5/4 equal to \$22.80 for 1/2 year ending 30/6/14

Final of \$3 a/o 1912. Interim of \$18 a/o 1913. Final of 1913. Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913. Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913.

\$10 for 1912. \$27 for 1912. \$1 for 1906. \$3 for year ending 30/6/14. Interim of 50 cts. for 1/2 year ending 30/6/14. Final of 3/8 making 6% on preferred shares & 5% on deferred for year 1913. Final of 5/- making 7/- for 1913 Coupon No. 23. \$1.70 per share and bonus of 30 cents per share for year ending 30/4/13.

\$3 for 1912. \$3 for 1897. Final of 5% for year ending 30/6/14. mak. 10% in all. Coupon No. 4. 1/2 making 7/8 c/c. 1913. \$3.50 for year 1913. \$3 for 1913. Tls. 5 for 1913. Interim of Tls. 3 for 1913.

Tls. 6 2/2 1/2. First year. \$3.50 for 1/2 year ending 30/6/14. \$3 1/2 for 1/2 year ending 30/6/14. 50 cents for 1913. \$2.30 for 1913. Interim of 5 p.c. for year ending 30/6/13 \$2.00 for 1/2 year ending 30/6/14. 15 per cent. for 1910. Tls. 12 for year ending 31/10/14. Tls. 6 bonus of Tls. 1 extra bonus of Tls. 1 for year ending 30/6/14. Tls. 12 for year ending 31/12/12. Tls. 1 1/2 for year ending 30/11/13. 50 cents 31.7.80. \$1.20 for 1913.

70 cents for 1913. \$1.50 for year end'g 31/7/14. 40 cents for 1911. \$1.80 per share for 1913. Interim of \$2 1/2 a/o 1914. \$2 for 1913. Interim of Tls. 1 making Tls. 2 a/o 1913. \$1 Interim a/o year ending 31.8.14. 80 cents on fully paid shares and 8 cents on 1 paid shares for year ending 30.4.14. Final of 6d. making 7d. per share for 1913. None. \$1.50 for 1910. No dividend this year. 35 cts. for year end'g 31.5.14. 20 per cent. per ordinary share for year ended 31/5/1912. \$1.25 per share for year ending 31/12/1913. 25 per cent. for year ending 31/7/14. 70 cents for 1913. 50 cts. on old shares 25 cts. on new shares for year ending 30/6/14.

None. \$1.50 for 1910. No dividend this year. 35 cts. for year end'g 31.5.14. 20 per cent. per ordinary share for year ended 31/5/1912. \$1.25 per share for year ending 31/12/1913. 25 per cent. for year ending 31/7/14. 70 cents for 1913. 50 cts. on old shares 25 cts. on new shares for year ending 30/6/14.

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